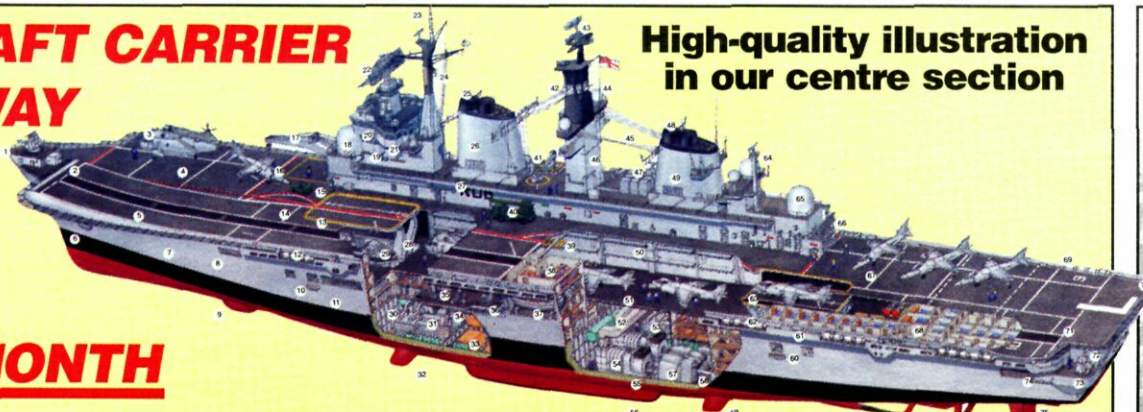


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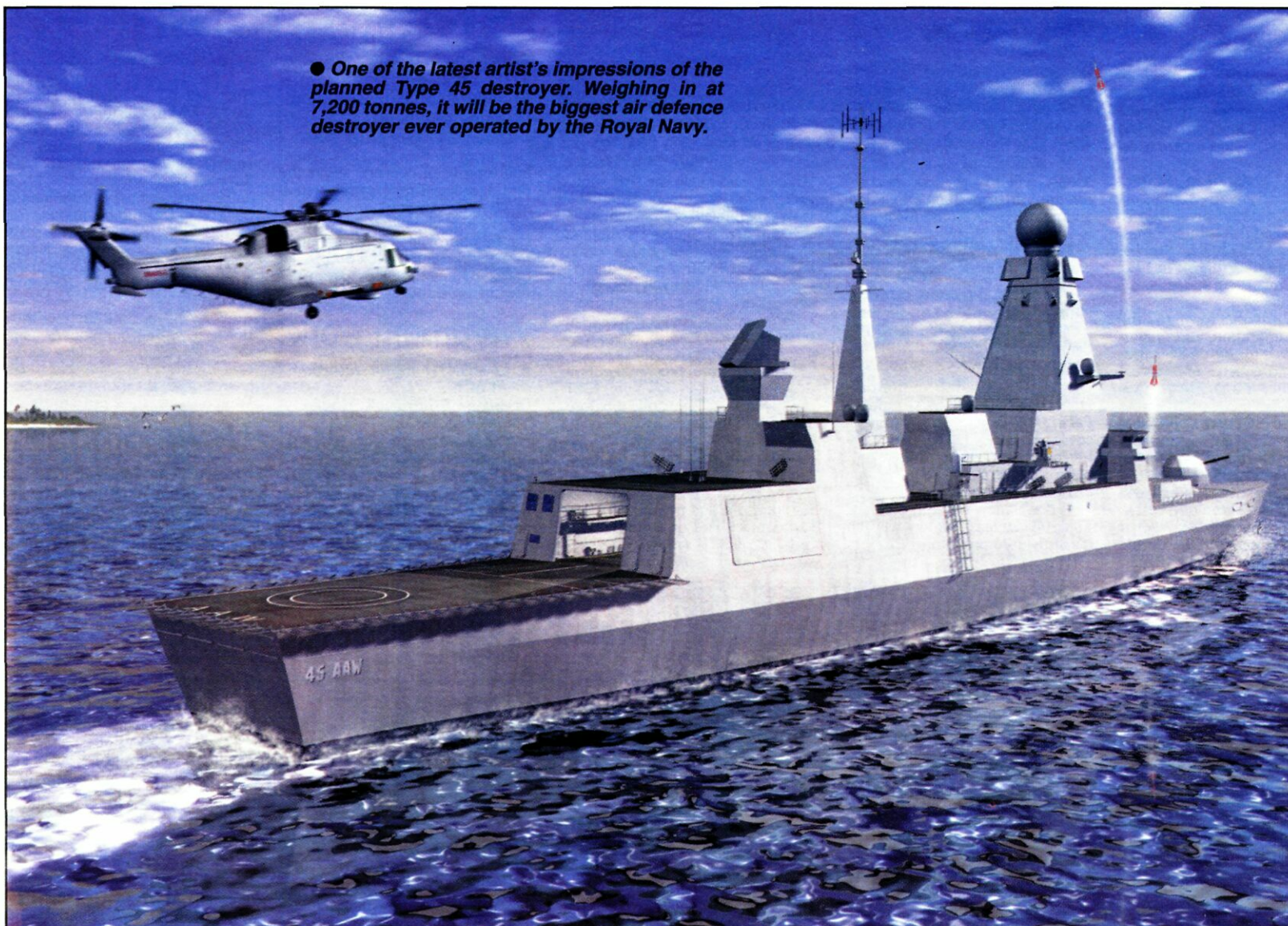
**THE SAILOR'S
QUEEN AT 100**

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DARING BOOST IN WARSHIP POWER

● One of the latest artist's impressions of the planned Type 45 destroyer. Weighing in at 7,200 tonnes, it will be the biggest air defence destroyer ever operated by the Royal Navy.



DEFENCE Secretary Geoff Hoon has approved the construction of the largest and most powerful air defence destroyers ever operated by the Royal Navy, writes **Dominic Blake**.

The Ministry of Defence is negotiating a £1 billion order for three Type 45 destroyers, the first of 12 'D-class' ships which will be known by historic names such as HMS Daring and HMS Dauntless.

Contracts will be awarded to BAE Systems Marine and Vosper Thornycroft, and the work is expected to safeguard more than 5,500 jobs in the UK ship-building industry.

BAE Systems will construct the first ship of the class, HMS Daring, at its Clyde yard, and the vessel is due to enter service in 2007.

HMS Dauntless, the second Type 45, will be the largest ship that Vosper Thornycroft has built.

Type 45s will weigh over 7,200 tonnes and VT is currently deciding whether to enlarge its operation at Woolston, near Southampton, or develop new facilities inside Portsmouth Naval Base.

VT Chief Executive Martin Jay said: "We have already obtained planning per-

■ Turn to back page

**Defence given
£2 billion rise**

THE DEFENCE Budget is to go up by nearly £2 billion over the next few years – and Defence Secretary Geoff Hoon says the money will help correct some of the deficiencies shown up by recent conflicts and crises. See page 20.

Progress in ethnic recruiting, but more to be done

THE DRIVE to increase recruitment from the ethnic minority community is making progress – but there is still work to be done, according to Armed Forces Minister John Spellar.

"Year on year, we have been recruiting more and more black and Asian people into the Armed Forces. This is not just a flash in the pan or political correctness; we are in this for the long-term and are going to keep on going until we meet the tough goals we have set for ourselves," the minister said.

The recruitment figure across the Services for 1999/2000 was 1.9 per cent – but the target was 3 per cent.

Mr Spellar drew attention to "significant improvements" in the number of Navy officers recruited from ethnic backgrounds – and reiterated the zero tolerance policy of the Services towards any signs of racism.

The Ministry of Defence is entering the third year of a partnership agreement with the Commission for Racial Equality.

Maritime standards harmonised

THE ROYAL Navy is to introduce changes in training and qualifications for ships' commanding officers, executive officers and officers of the watch to bring standards into line with those of the International Maritime Organisation Convention.

The Convention has committed the maritime community to an international system of certification for personnel at sea, with agreed minimum standards of training and experience and a system of quality control.

While warships are exempt, it is the Ministry of Defence's policy to comply with safety standards and arrangements as far as reasonably practical.

Following a study by C-in-C Fleet staff, approval has been given for a new system of certification complying with STWC (the Convention's Standards of Training, Certification and Watchkeeping). It will be in place by February 2002.

Details are contained in RN Defence Council Instruction 77/00.

Heron wins gun contest

HMS HERON beat the favourites on their home track to win the RN Whitbread Brickwoods field gun competition.

The team from RN air station Yeovilton in Somerset beat HMS Collingwood in a nail-biting finish.

In front of a large audience, Heron clocked their best time of 1min 21.6sec, but looked as if they had been edged out by the home team, who came in 0.28sec ahead – but time penalties meant Heron took the glory for the first time in 20 years.

Second place went to the team from RN Gibraltar, who pushed HMS Dryad A into third place.

Heron also took the title of best Fleet Air Arm crew, while HMS Collingwood A, which finished sixth behind Sultan A and Neptune, was the fastest crew overall.

Heron's team of 18 volunteers, Royal Navy and Royal Marines, were trained by Lt Cdr 'Grassy' Meadows and Lt Cdr Alan Bond – a fitting end to many years of effort by Grassy, as it was his last competition and the first time he had trained the winning team.

Charlie enlists Lusty gardeners

SAILORS from HMS Illustrious have helped create a special garden for the disabled – but missed the chance to work alongside TV gardener Charlie Dimmock.

The idea for transforming two-thirds of an acre at Martha Trust, in Deal, came to CPO Mark Collins after the WOs and CPOs Mess on the carrier adopted the Trust as their affiliated charity last year.

Mark wanted to get people involved in clearing the area and creating a sensory pebble pond for the disabled residents, so he approached the BBC to seek gardening advice from Charlie Dimmock.

The Charlie's Garden Army team took up the idea, and the plan was that while Illustrious was in the Gulf and Atlantic, the ship's company would raise money for materials, then provide manpower on their return.

But the ship was diverted to Sierra Leone, so local volunteers were used – and Charlie had to cancel a visit to the carrier.

The fund-raising was a huge success, bringing in £7,500 at events including a charity fun day, a horse-racing evening, and a 75ft abseil ("Dare to Dangle for Charlie") from the bridge roof.

The ship returned home a week before the cameras rolled at Deal, and mess members helped with the final touches.

The garden was ready on time, complete with a metal sculpture, Spirit of Illustrious.

The garden featured in the live BBC Time Bank broadcast, starring Charlie Dimmock, Shauna Lowry, and a number of senior rates from Illustrious – who still hope to arrange a visit to the ship by their favourite gardener.



● Garden support: Charlie Dimmock with (from left) CPO Robbie Roberts, CPO Nick Wilkin and CPO Brian Pick. Inset is CPO Mark Collins, who thought up the scheme.



Royals target ocean records

TWO TEAMS of serving and former Royal Marines have been speaking of their aim to conquer the Atlantic and Pacific Oceans in rowing boats next year.

The men were at the RM Museum, Portsmouth, for a presentation by the successful Polar Team 2000 expedition to the Commandant General RM, Maj Gen Robert Fulton.

Four men, including Capt Mark Phillips, aim to row from Newfoundland to the Scilly Isles in less than 35 days, the current transatlantic record, which would also smash the west-to-east record of 55 days.

They aim to do so in the ten-metre Atlantic Spirit, under the auspices of ex-Royal Pete Goss's Centre of Challenge and Adventure, Totnes.

Project leader Mark Stubbs, said: "I rowed the Atlantic in 1997 as part of Chay Blyth's race, and I enjoyed it hugely."

"It's not just the rowing – the planning, preparation, and organisation involved in getting a big project together are just as enjoyable."

The weather is a factor, as they set out on a northern route across the Labrador Current, possibly encountering freezing fog and icebergs, with mid-May looking most promising.

To meet their target, they will row for 12 to 14 hours a day, reaching speeds of up to three knots.

The team, completed by Bernie Shrosbree and Keith Mason-



● Ocean boatmen: (from left), Cpl Tim Welford, Mark Stubbs, Cpl Dom Mee and Capt Mark Phillips at the RM Museum, Eastney.

Picture: CPO(PHOT) Wayne Humphreys

Moore, will do a shakedown cruise this month from Jersey to Poole, aiming to cover 140 nautical miles in 24 hours.

The Goss Atlantic Row website is at www.atlanticrow.com

At about the same time as the Atlantic men set off, the Pacific Odyssey record attempt will begin at a village near Tokyo.

Ahead of Cpls Tim Welford and Dom Mee will be 5,000 miles of Pacific – a journey they intend to cover in around 120 days. The journey has been done once before, by a Frenchman in 132 days just under ten years ago.

"I don't know why I'm doing it," Tim said. "At least, I know why, but it's difficult to put into words."

Tim has already rowed the

Atlantic, and made the first winter ski crossing of Iceland, while Dom is an experienced ocean yachtsman.

They are resigned to the fact that they will encounter fierce storms, when 50ft waves and hurricane force winds will test their seven-metre boat to the extreme.

"I know how rough the sea can be in the North Pacific, and there is some apprehension," said Dom.

"When a storm hits, we'll put the drogue out, batten down and see it out," said Tim. "I've done it before, and it's not too bad – just like being in a big washing machine."

They will row singly, on three hour shifts, averaging two knots.

The Pacific rowers are still seeking sponsors, and potential backers can contact Tim on 01202 731480 or 01202 202221 (work). The website is at www.pacific-odyssey.co.uk

Roebuck to check on wreck of WWI cruiser

SURVEY work on a First World War armed cruiser is one of the tasks being carried out by survey ship HMS Roebuck during a six-week deployment.

The 1,300-tonne survey vessel started by trialing new equipment, then undertook survey work off the west and north coasts of Scotland to update charts.

She is also due to conduct a check survey of the wreck

of HMS Natal, an armed cruiser which sank in the Moray Firth after an explosion in December 1915.

A short memorial service will be conducted at the site by the Hydrographic Squadron chaplain, Brian Fairbank.

On completion of her surveying tasks, Roebuck is planning to visit Amsterdam before returning to her home port of Devonport this month.

Weapon system to be modified

THE SA80 weapon system is to undergo an extensive modification programme.

Defence Procurement Minister Baroness Symons said that there had long been concern about the performance of the weapon system in climatic extremes.

"We now know that the weapon can be improved. The programme that I have announced will make the SA80 amongst the best in the world," the minister said.

Wardroom work

A 17-MONTH major refurbishment of the Wardroom at HMS Dryad – Southwick House – began in June.

The work to the Grade II listed building, from where D-Day was planned, will put two upper floors out of use and will mean the removal of artefacts and the protection of the historic D-Day Map Room on the ground floor.

Subject to negotiations, the contract will be awarded to Heckler and Koch, a subsidiary of Royal Ordnance, who will modify around 200,000 weapons, including the Individual Weapon and the Light Support Weapon.

The overall cost is estimated to be around £80 million, and the first of the modified weapons will be produced by next January, with a total of some 22,000 weapons being delivered during the course of 2001.

Work will include the modification of existing components, and the incorporation of new items, ranging from the firing pin to the barrel on the Light Support Weapon.

News of jobs

SERVICE leavers can now get career information from a website dedicated to them. Jobs news and other information appears on the Career Transition Partnership (CTP) website at: www.ctp.org.uk

Fleet chief meets Warrior



THE BALKANS beckon for the newly-reorganised 45 Commando, now known as 45 Commando Group.

The group comprises X-Ray and Zulu Company, 7 battery (formed up from marines and gunners) and B Company 1st battalion The Princess of Wales's Royal Regiment, who will operate Warrior armoured cars and be the armoured infantry element.

45 Commando Group will take over as the Pristina Battlegroup in Kosovo next month for the next six months.

During preparations for the deploy-

ment, Commander-in-Chief Fleet, Admiral Sir Nigel Essenhigh, and Commandant General Royal Marines, Maj Gen Robert Fulton, visited the unit at different locations.

Admiral Essenhigh met the group on Salisbury Plain, when he had the chance to see how the Warrior performs.

More than 500 Royal Marines Commandos and gunners will be involved in Kosovo, helping re-establish a degree of normality. Part of their training has included the history and politics of the region

● Warrior Chief: Commander-in-Chief Fleet Admiral Sir Nigel Essenhigh (left) in a Warrior armoured car on Salisbury Plain. Picture: LA(PHOT) Richards.

York's golden girl

WITH a dazzling smile to match her Mayoral robes, Cllr Shan Braund inspects the ship's company of HMS York, accompanied by their commanding officer, Cdr Paul Porter.

The Type 42 destroyer was rounding off a busy East Coast "Meet your Navy" tour (see also page 14) by exercising her right to the Freedom of her affiliated city.

The ceremony was a particularly special occasion for CPO Terry Harman, as it was his last Freedom Parade before he leaves the Navy with 35 years' service behind him.

Before berthing at Hull, the ship had visited the Tyne, conducted two Seadart firings during a Joint Maritime Course and also called in at Edinburgh.

Several sailors took time out to visit old friends at the Galtres Special Needs School and the big day ended with a ship's company rig run ashore – with John Smith's Brewery, which enjoys strong links with the ship, making the most of the occasion.

HMS York is due to join NATO's Standing Naval Force Mediterranean later this year.

Shopping is slowly getting smarter

ORDERING Navy equipment – a notoriously slow process – may be getting more efficient, thanks to the "Smart Procurement" policy launched last year.

The Commons Defence Committee has said there were "some early signs of a more imaginative and robust approach emerging."

At the same time the National Audit Office issued its annual Major Projects Report, noting that the common new generation frigate, originally a collaborative project with France and Italy and now known as the Type 45, had been delayed by 57 months. The Navy's Merlin helicopter had come into service over five years late and £1.16 billion over cost.

Said Defence Procurement Minister Baroness Symons: "The NAO report reflects the position before the full implementation of Smart Procurement, which has introduced a range of measures specifically to address some of the problems identified."

"Nevertheless, this report shows that Smart Procurement methods are already making a difference to procurement costs, reducing the cumulative overrun by some £150 million compared to the previous year's report."

"Overall, there has been a reduction of £500 million since the election of this Government. We believe these measures will improve our project performance by having a simplified approval process, by encouraging front-end expenditure to reduce risk, and by the establishment of a clear customer focus for requirements and improved commercial practices."

"Smart Procurement has already had a number of successes. Nevertheless, with some project timescales in excess of 30 years it will take some time before its full impact will be seen."

Baroness Symons also welcomed the Commons Defence Committee's assessment of recent progress, which had offered "a glimpse of what improvements the initiative will be able to provide".



BLYTH TAKES TO THE WATER

HMS Blyth, penultimate minehunter in the Royal Navy's Sandown class, was launched at Vosper Thornycroft's Woolston yard last month by Lady Garnett, wife of the Chief of Joint Operations, Vice Admiral Sir Ian Garnett.

Built from fibre reinforced plastic, these ships are regarded as the most advanced minehunters in the world. HMS Blyth is the 11th in the class and incorporates a number of design improvements, including female accommodation for an officer and five ratings, bigger Voith Schneider propulsion units, enhanced air conditioning and a bigger, improved compression chamber for divers.

Said Defence Procurement Minister Baroness Symons: "Vosper Thornycroft have already delivered HMS Blyth's sister ships on time and to a high build standard. I am sure the company has a great deal to contribute to the Smart Procurement Initiative which the MOD is taking with the

defence industry."

Meanwhile, one of the Blyth's sisters, HMS Pembroke, was commissioning at Portsmouth as part of the 2nd Mine Countermeasures Squadron. After completing 80m diving trials off Falmouth, she is to spend four months as part of NATO's Standing Mine Countermeasures Squadron North, visiting countries throughout Europe and taking part in exercises in the Mediterranean and the Baltic.

At the same time HMS Bicester became the first Hunt-class to complete her service with the Royal Navy, transferring to the Greek navy. Commissioned in 1986, the seventh of 13 Hunts, she was latterly part of MCM2 at Portsmouth but spent much of her RN service with MCM4 at Rosyth, from where she was deployed to clear mines sown by Iraq during the Gulf War.

During that operation in 1991, HMS Bicester claimed to have cleared more mines than any other MCM vessel since World War II.



● HMS Blyth enters the water at Woolston.

JACK ET JACQUES

Spam, le Sauvetage de Private Ryan

(À bord de FS Aconit, à Singapore)

"Racontez pour moi une autre histoire de votre grande-tante Bernadette, Jacques. Elle reminds moi de ma lovely mum."

"Elle était une femme formidable, Jack, sans aucune doute! Une vrai héroïne de la Résistance!"

"Non! Vraiment?"

"Mais oui! Un peu après l'invasion de Normandie, elle était le propriétaire d'un très chic restaurant à Caen. Et le Général Eisenhower, il était un client."

"Yeah? Eisenhower lui-même?"

"Où! Et il a dit: "Qu'est-ce que c'est sur le menu, Bernadette?" Et elle a répondu: "Spam." "Oh merde," Eisenhower a dit. "Pas Spam again?" "Oui, mon Général!" a dit ma grande-tante Bernadette. "Spam et chips. Ou Spam sans chips. Ou peut-être Spam à la Bourguignonne, Filet de Spam Sauté Stroganoff, Navarin de Spam ou Spam en daube à la Marseillaise. Prenez votre choix, Ike!"

"Du moins, vous avez beaucoup de Spam," Ike a dit, un peu tristement. "Oui," ma grande tante-Bernadette a dit, "j'ai beaucoup de Spam – thanks to votre spécial PX représentatif, Private Ryan." "Private Ryan – il n'est pas mort after all?" Ike a exclaimé. "Je serai doggone! J'ai envoyé un mini task force so that il est retourné en l'USA tout de suite!"

"Grande-tante Bernadette, elle était pour un moment silent, Jack. Et puis elle a dit: "Hélas, Private Ryan est mort, mon Général. Absolument, absolument mort. Vous avez mon mot pour it! Cherchez pas more pour Private Ryan. Il était un bon garçon, il a donc son bit pour la guerre – et il est mouri dans mes bras. Ses mots dernières, ils étaient: "Donnez mes regards à mon oncle, Sgt Bilko, à Fort Baxter!"



Illustrations par TUGO.



Future of Fleet HQ studied

STUDIES have been ordered into the future structure and location of the Fleet headquarters, currently at Northwood in Middlesex.

But an MOD spokesman said it was too early to say what the outcome of the Fleet First study would be.

"They are looking at the best way of organising the management of the Fleet to get the most effective structure," said the spokesman.

"There is a whole spectrum of options, which will involve consultations with a lot of people. So the headquarters may stay put, move somewhere else, or something in between."

The spokesman said they were aiming to achieve a centralised, streamlined, integrated and efficient HQ, which could be headed by a three-star deputy Commander-in-Chief Fleet if a new location was chosen.

The study will be written up in the near future, at which point consultations can begin. Firm proposals are not expected until 2001.

Figurehead is unveiled

A SCALE reproduction of the original figurehead of HMS Victory has been unveiled at the RN Museum in Portsmouth.

Victory's original 1765 figurehead was much more elaborate than the one on the ship today, featuring a dozen individual figures, including a bust of King George III, all fitted together to create a single piece of sculpture.

Battle and storm damage wreaked havoc with it, so in 1805 it was replaced by a simpler version.

The replica, carved one-quarter size of the 16ft-high original, has been created by Trevor Ellis.

Scott aids TV venturers

A NAVY survey vessel has come to the rescue of TV comedian Lenny Henry.

HMS Scott had made a start on a 23-month deployment surveying the central Atlantic when she had to put in to the Azores for repairs to one of her main water tanks.

Already in port was the damaged trimaran in which Lenny Henry and yachtsman Tony Bullimore had been crossing the Atlantic for a TV programme.

Scott was able to use her davit to lift the boat's bow clear of the water, allowing work to be carried out on a crack below the waterline.

The mechanical engineering department was also able to lend their expertise to repairing some of the yacht's electrics.

Can we have our rock back, please?

MARITIME experts from the Ministry of Defence came to the rescue after a bid to recreate a Stone Age logistical chain ended at the bottom of Milford Haven.

Volunteers had been transporting a three-tonne bluestone rock from the Preseli mountains in Wales to Stonehenge in Wiltshire in order to test theories on how Stonehenge might have been built.

But bindings holding the so-called

Millennium Stone on a replica Stone Age ship gave way, and the rock fell into 16m of water.

The recovery operation was carried out by a team from the Royal Maritime Auxiliary Service (RMAS), whose normal duties involve maintaining and refurbishing MOD mooring and navigation buoys.

Jason Small, of the RMAS, said: "We have a lot of expertise raising heavy objects from the sea bed, but we've never been asked to raise

something as unusual as this before.

"Luckily we had the vessel Moorfowl and a diving team in the area at the time and when we were asked to raise the rock we were able to oblige."

The stone was then handed back to the project organisers, who will revert to ancient methods of transport for the remainder of the 200-mile journey by sea to Bristol and thence overland to Salisbury Plain.



● Royal march-past: Sailors from HMS Dryad join the freedom parade through Winchester past the statue of King Alfred.

Picture: Southern Daily Echo.

Dryad exercises freedom in city

A GUARD and White Ensign colour party from HMS Dryad paraded alongside soldiers from three Army regiments in a unique event to mark the millennium in Winchester.

Alongside the sailors were the Royal Green Jackets, the Princess of Wales's Royal Regiment and the Adjutant General's Corps; all four units have the privilege of 'Freedom of Entry' to the City of Winchester.

And at the invitation of the City Council, the four exercised their freedom rights by marching

through the city centre with swords drawn, bayonets fixed and drums beating, directed by parade commander Cdr Brian Boxall-Hunt, HMS Dryad's Executive Officer.

Also watching was the Deputy Lord Lieutenant of Hampshire, Admiral Sir Jock Slater, who 15 years earlier commanded the School of Maritime Operations at Dryad.

Throughout the reception that followed, guests were entertained by HMS Dryad's Volunteer Band, led by Band C/Sgt Terry Holland.

The band, formed in 1981, is mainly civilian, and meets once a week to practise under the professional guidance of C/Sgt Holland. Their versatility allows them to combine with other bands such as at the annual Cologne Festival.

Industrial action is escalated

UNION officials and the Royal Fleet Auxiliary are still at loggerheads over an industrial dispute which has now prevented three ships leaving port.

Members of the Rail, Maritime and Transport Union (RMT) recently voted to escalate the action, from two days a week to continuous.

RFA Sir Geraint was prevented from leaving Portsmouth on July 10 by deck and engineering hands who are members of the RMT.

Fort Austin, in Crombie, and Sir Bedivere, in Devonport, have subsequently been prevented from leaving port, and as a consequence a total of 24 members of the RMT have been removed from the ships and their pay stopped, according to a MOD spokesman.

The only other ship in port at present is Fort Rosalie in Gibraltar, but she is not due to sail for a number of months.

The RMT dispute involves ratings only, as officers are represented by NUMAST.

It started in February, after a 3.25 per cent pay rise was declined, but the focus of the dispute has since moved on to a claim for increased earned voyage leave

(EVL), leading to parity with RFA officers' leave entitlement within three years.

Ratings currently get 93 days a year, compared with officers' 132.

Before the result of the latest ballot was known, the Under Secretary of State for Defence had agreed to a RMT request for a working party to look at the issue of EVL, and RFA management had also guaranteed an improvement to EVL in the Year 2000 pay offer.

Under merchant shipping legislation, no industrial action by ships' crews is allowed while ships are at sea, at anchor or at buoy.

The spokesman said that during the dispute, most RFA ships will not be moored alongside at ports or bases, allowing work to continue as planned.

Changes to movements and deployments will also be made to minimise disruption.

The RMT traditionally exempt from industrial action any RFAs directly involved in front-line or humanitarian operations; Sir Percival and Sir Galahad (supporting British forces in Sierra Leone) and Sea Crusader and Sea Centurion (supporting forces in Bosnia and Kosovo) fall into this category.

Officers pool resources

SUPPLY Branch officers from across the country gathered to exchange views and hear a series of lectures at an inaugural annual seminar.

Officials from the Treasury and the Defence Logistics Organisation were among those who delivered lectures to the 24 of the 31 members of the Chartered Management Accountant (CMA) sub-specialisation of the branch.

Guests of honour included Rear Admiral Rod Lees, Chief Naval Supply Officer.

CMA is an expanding sub-specialisation with a close link to the First Sea Lord's 'resource management' strategic pillar, and those who complete the 30 months training will be expected to be heavily involved in briefing senior officers on the resource implications of decisions.

Anyone needing further information should contact DNOA(S1).

Alderney returns to service

FISHERY patrol vessel HMS Alderney has rededicated after a seven-month refit in Rosyth.

The ship, 21 years old in October, has undergone an upgrade which should see her through the next seven years.

The package included a complete overhaul of her propulsion and generating systems, a major structural survey, and modifications to many of the older systems on board the 1,260-tonne ship.

As a result of this work, 81 holes were cut into her hull.

Of particular importance to the ship's company was the work undertaken in the accommodation areas.

The totally-rebuilt galley, heads and bathrooms bring Alderney right into the 21st century, while mess decks and recreation spaces have been extensively refurbished.

Members of the ship's company had a say in the design of these areas, ensuring the junior and senior rates' messes were both comfortable and practical.

Commodore Barry Goldman, Commodore Minewarfare and Patrol Vessels, Diving and Fishery Protection, was guest of honour at the rededication in Portsmouth, standing in for Jon Kay-Mount, President of the States of Alderney, who was fog-bound in the Channel Islands.

Alderney has undergone sea training in Faslane, and has now settled back down to her primary task with the Fishery Protection Squadron.

Serb detained by UK forces

A BOSNIAN Serb accused of war crimes has been detained by British SFOR troops.

General Dusko Sikirica, accused of being commander of the notorious Keraterm concentration camp in north-west Bosnia in 1992, has been indicted on charges including genocide, crimes against humanity and grave breaches of the Geneva Conventions.

Seminar date

A COMMAND in Commerce seminar - Officer's Resettlement - will be held at Woolwich Garrison on Wednesday, September 6, between 1000 and 1500.

Applications to Chelsea Military, tel 94631 4324 or fax 94631 4323.

Korea recalled

THE LATEST first day cover from the RN Philatelic Society commemorates the Royal Navy's aircraft carrier operations in the Korean War.

The cover, which includes information and postcard photos, is available from the RNPS, 19, College Road, HM Naval base, Portsmouth PO1 3LJ.



● Final approach: A Mk4 Sea King from 846 Naval Air Squadron - the Junglies - joins the fly-past formation for the Royal Military Tattoo in the evening skies over London.

Eyes to the skies for Navy at tattoo

THE NAVY took to the skies over London as part of their contribution to the Royal Military Tattoo.

Six members of the RN/RM Raiders parachute display team joined colleagues from the other Services in a nightly display which saw them drop into the specially-created arena in Horseguards Parade.

The Raiders' RAF Chinook then joined a sister aircraft and four Naval Sea Kings to fly along the Thames in formation, led by Lt Jim Ford of 849 Naval Air Squadron. Also represented were 814 and 846 Squadrons.

After the fly-past, the 814 and 849 machines returned to HMS Invincible, in the Pool of London, while the Mk4 Junglies flew back to Yeovilton.

The tattoo re-enacted notable British military events from the past 1,000 years, and Royal Marines bandsmen were prominent - as they were at the Queen Mother's birthday pageant.

Also represented at the 100th birthday celebrations were members of HMS Dryad and HMS Ark Royal. ■ Birthday Tribute - see pages 22 and 23.

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Survey ship has key role in conflict

HMS BULLDOG has seen plenty of the world – and in more detail than most.

The coastal survey vessel has steamed more than 600,000 miles in her life, equivalent to 25 circumnavigations of the globe.

And in that time she has helped add detail on to the Admiralty charts which guide and protect a significant tonnage of the world's shipping.

Bulldog, launched in July, 1967, two months before her sister ship HMS Beagle, was designed for survey tasks in the tropics, but she was soon designated as a survey vessel for work around the UK continental shelf.

With 33 years of service behind her, she is now in the vanguard of

an evolving specialisation.

The recent introduction of the Hydrography/Meteorology branch, and the full integration of the Surveying Squadron into the warfare community, means that she has a crucial role to play in the provision of environmental data to the warfare commander.

Bulldog has taken part in several rapid environmental assessment exercises and live operations in her new role.

And the ship, like her sisters, has forsaken her former white paint for warship grey, and one of the new H-pennant numbers of the Surveying Squadron.

There have been eight Bulldogs, including the survey ship, with the name first appearing in 1782, when



● **Searching task:** Survey ship HMS Bulldog, painted grey and sporting her Surveying Squadron pennant number.

a 16-gun sloop was launched at Dover.

She became a bomb in 1798, and a powder hulk in 1801 – for nearly seven months of that year she was in French hands – and was finally broken up in 1829.

A small Dutch hoy gunvessel was bought and sold in 1794, while Bulldog number three, a wooden paddle sloop of 1845, met her end in far-off waters, becoming stranded and then destroyed while attacking a rebel steamer in Haiti in 1865.

The fourth was an Ant-class third-class gunboat, built at Woolwich in 1872 and sold in 1906.

Two destroyers then followed; the first was of 952 tons, built by John Brown in 1909 and sold in 1920, having won Battle Honours in the Dardanelles and the English Channel.

But perhaps the most famous of the Bulldogs was the sixth, a 1,360-ton Swan Hunter ship built in 1930.

She won honours in the Battle of the Atlantic and on Arctic escort work, and was involved in the capture of an Enigma machine and codes from U-110, which gave

Britain a vital edge in the war.

The destroyer was sold in 1946 and went to Rosyth for breaking up.

The last remaining Bulldog was a trawler, requisitioned by the Admiralty between 1917 and 1919.

The current Bulldog has recently completed a period of upkeep, which will see her through to decommissioning in mid-2001.

Sea trials and an intensive sea training package will complete the ship's preparations for civil hydrographic surveys and a Joint

Maritime Course (JMC) in the autumn. Her final six-month deployment is likely to be to the Gulf – a fitting end to her career, as it is the environment for which she was originally built.

Her present Commanding Officer, Lt Cdr Ian Sage, will close the chapter on a history of commanding officers which includes the present Captain Hydrography (Capt Michael Barritt) and Commander Hydrography (Cdr Ian Bartholomew).

BATTLE HONOURS

St Lucia	1796
Baltic	1854-5
Dardanelles	1915-16
English Channel	1915-16
Atlantic	1941-5
North Africa	1942
Arctic	1942-4

Facts and figures

Class: Bulldog-class coastal survey vessel

Pennant number: H317

Builder: Brooke Marine, Lowestoft

Launched: July 12, 1967

Commissioned: March 21, 1968

Displacement: 1,159 tonnes, fully loaded

Length: 57.8 metres

Beam: 11.4 metres

Draught: 4.1 metres

Speed: 15 knots

Complement: 42 (five officers)

Main machinery: Four Lister-Blackstone ERS8M diesels; two shafts

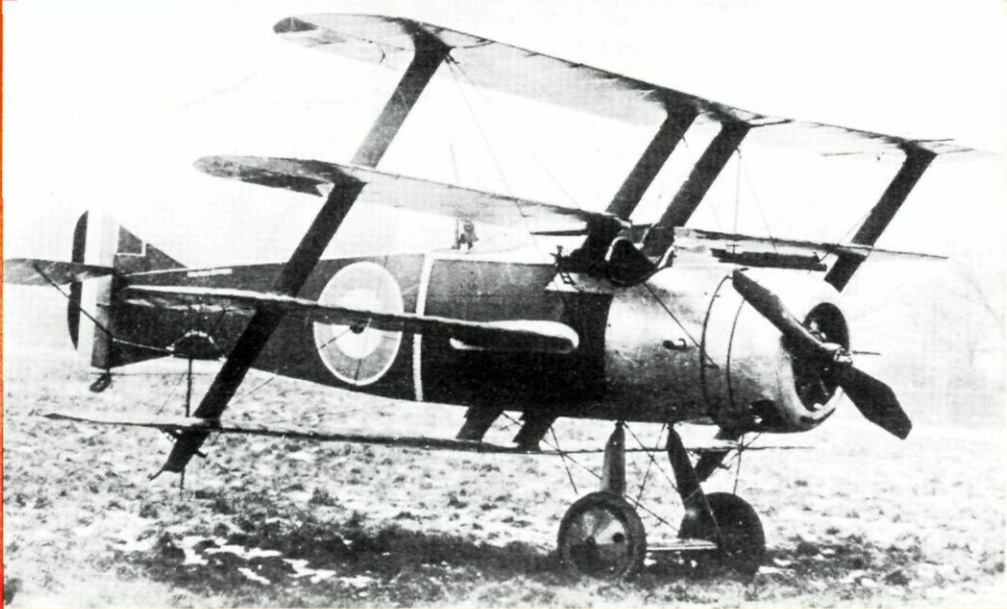
Boats: One 6.8 tonne survey motor boat

Radars: Navigation: Kelvin Hughes Type 1007; I-band

Survey equipment: Towed 2094 side-scan sonar; 2053 towed side scan sonar in survey motor boat

Weapons: Fitted for two 12.7mm machine guns

AIRCRAFT OF THE ROYAL NAVY No 46



Armstrong Whitworth FK 10

THE ARMSTRONG Whitworth FK 10 must rank as one of the most extraordinary designs ever flown by the Royal Navy.

Following the multi-wing idea which manifested itself most successfully in the Sopwith Triplane and the German Fokker Dr.1, the FK 10 went a step further, adding yet another wing which made it a quadplane.

Our references give no information on the handling qualities of such an aberration, but

the fact that only eight were delivered to the RN Air Service, in 1917, probably speaks for itself.

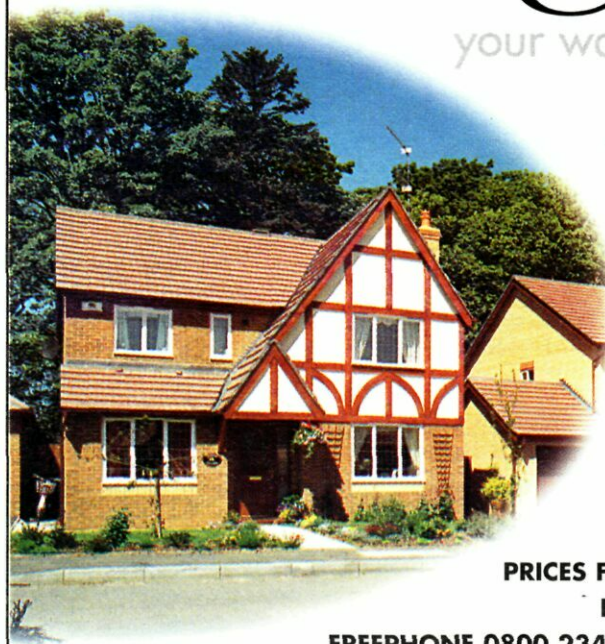
The FK 10, built by Phoenix Dynamo Manufacturing, came in the form of two-seat fighter or light bomber. The pilot sat forward of the wings, and the rear gunner aft.

Powered by a 110hp Le Rhone or a 130hp Clerget radial engine, the FK 10 had a maximum speed of 84mph at 6,500ft and a service ceiling of 10,000ft.

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Letters



JACK

BY TUES



Alfred still in trim



AT 77, and in apparent good health, Alfred Barber (above) is still in employment, now with the Sri Lankan Navy at Welisara.

I visited him there with a party of ex-Servicemen who had all spent time in Ceylon in the 1950s. We spent three days in Trincomalee and were hosted in the Officers' Mess by Admiral Sundurum and his officers. We were all given a very warm welcome, but it took hours of negotiation before we were allowed entry to the former Welisara Wireless Station, 12 miles north of Colombo, where I was in 1954/55.

Alfred Fernando was extremely pleased to be visited after so many years. He was proud to show us his framed commendation issued by HMS Perseus in 1954 and recalled serving in HMS Gambia and Newfoundland, while his brother served in HMS Ceylon. — **John Dixon**, Rossendale, Lancs.

Conduct of a Canon

CORRESPONDENCE concerning chaplains in the June edition reminds me of the late Canon A. D. Gilbertson, a Chaplain of the Fleet who retired before World War II.

He used to relate the story of a report concerning him as a young chaplain by the Captain of a ship he had visited: "The Rev A. D. Gilbertson has conducted himself often with sobriety and always to his satisfaction." — **J. G. Hinton**, Worcester

Hi, ho! Hi, ho! And it's off to Russia we go!

I HAVE just returned with our intrepid group of 29 submariners from the 37th International Submariners Convention, held in Russia for the first time.

The International Submariners Association (Great Britain) was formed in 1962, when they joined with Germany and France. Since that date the worldwide association has grown considerably, and there were 15 countries represented in St Petersburg.

At a wreath-laying ceremony at Piskarevskoye Memorial to commemorate the 300-day siege of Leningrad, it was noted that Great Britain was the only country to parade its standard, so our Standard Bearer Tony Massey was kept very busy by the press photographers and the many admirals who all wanted their photo taken with him.

The evening saw a gourmet meal attended by a huge presence of Russian Navy brass, all wanting to meet the visitors.

Next day a new memorial to submariners worldwide was unveiled and trees planted in a new Avenue of Remembrance. I planted the first tree with Capt Igor Britanov, commander of the ill-fated K-219 which sank off the coast of America in 1986, while President Reagan was at the Reyjavik summit with President Gorbachev.

We visited Kronstadt, the Peter and Paul Fortress and Cathedral where all the Russian Tsars are

buried – and to our amazement the Naval Base, where we were allowed to walk and freely take photographs. At the final closing banquet, we found it is a Russian custom to get on stage and sing a song. They were followed by the French and Italians and so on. The British contingent were not prepared for this, and nobody expected the "reserved" Brits to take part.

But seven of our brave lads took off their dinner jackets and shoes, rolled up their trouser legs and appeared from behind the stage, some carrying mops and brooms, singing "Hi, ho! Hi, ho! It's off to work we go". The whole auditorium came to a standstill, there were shouts, cheers and

applause, especially from the Russians.

Later it was announced that Great Britain were the winners of the singing competition "because it is the first time we have ever seen the British on their knees".

Despite their sore and blistered knees, the crew went to collect their prize, once more singing "Hi, ho!"

The Russian submariners deserve the greatest of praise as this was their first convention to be held in Russia. I have already been asked by the Black Sea Fleet Submariners to go to Sevastopol to help them organise another one which they hope to hold next year. — **J. C. S. Blakely**, President ISA(GB), South Benfleet, Essex

Reprimand to von Reuter, as recorded in Revenge

WHILE sorting through some old family papers I came across a piece of Naval history which may be of interest to readers.

My uncle, William Harold Freeborn, served through both world wars, joining as a boy in 1903. He was in the Revenge in June 1919 when the German Fleet scuttled at Scapa and wrote the original of Vice-Admiral Sir Sydney Fremantle's dressing down of Admiral von Reuter on a W/T pad.

He was Chief Yeoman of Signals during World War II when my cousin was a killick signalman and I kept it in the family by doing my National Service as a signalman after the war, serving in HMS Venus, 3rd Destroyer Flotilla in the Mediterranean, before she was converted as one of the first missile frigates. — **K. W. Standing**, Stretford, Manchester.

In formally reprimanding von Reuter after the scuttle at Scapa Flow, Fremantle said that he had thereby "violated common honour and the honourable traditions of seamen of all nations". Von Reuter said to the British interpreter: "Tell your Admiral that I am unable to agree with the burden of his speech and that our understanding of the matter differs. I alone carry the responsibility. I am convinced that any English naval officer placed as I was would have acted in the same way." — **Ed.**

No strings attached

YOU provided readers with two excellent articles about the trials that have been carried out at AUTECH. Unfortunately, the name of the lightweight torpedo currently in service with the RN and RAF was miss-spelt as Stingray instead of Sting Ray.

The former is owned by the TV puppet show made by Gerry and Sylvia Anderson in the 1970s,

which is why our torpedo's name is two words, each with a capital letter at the beginning. — **Nick Meachin**, Sting Ray Torpedo Design Authority, BAe Systems, Waterlooville, Hants

Par for the Corsair

YOUR first-rate description of the Vought Corsair (Aircraft of the Royal Navy, June) requires some amplification to the role of the Fleet Air Arm.

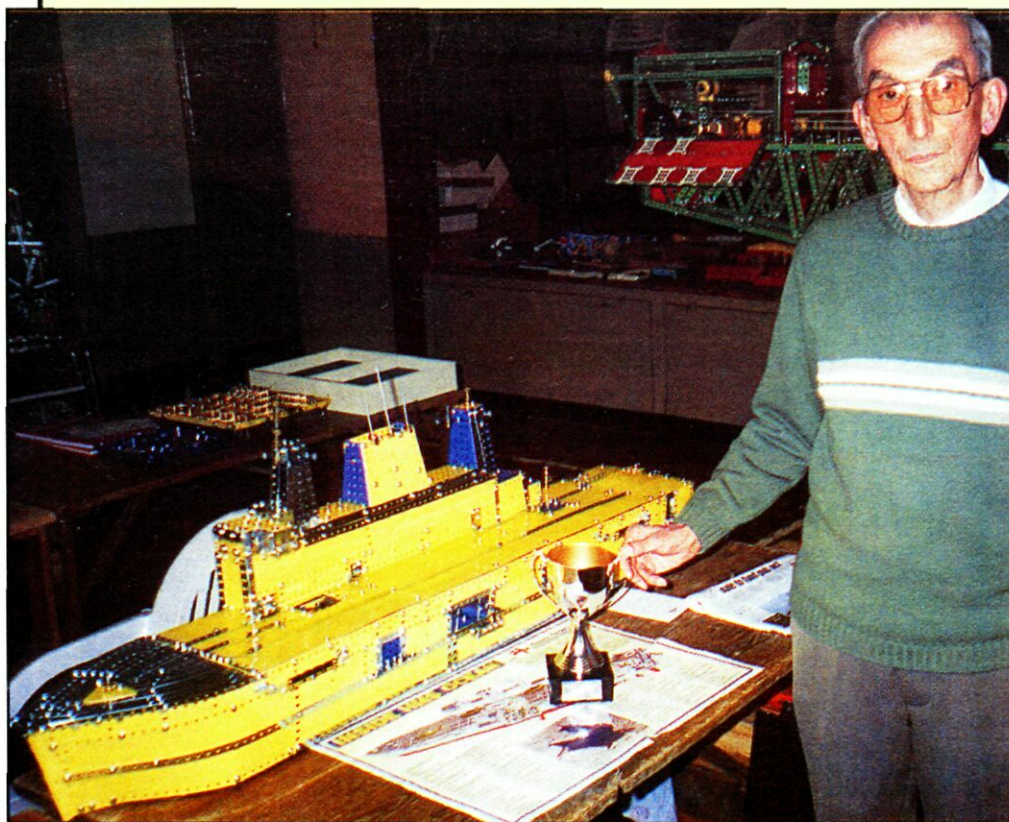
The Corsair was rejected by the US Navy as unsuitable for carrier use in September 1942. It was difficult to taxi on a flight deck, and the aircraft was given to the US Marine Corps for operations ashore in the Pacific. And they gave it to the Fleet Air Arm!

The first RN Squadron to receive Corsairs was 1830, formed at Quonset Point, New Jersey in June 1943. Before the end of the year, seven more RN squadrons were flying Corsairs. The first RN sorties were made by 1834 Sqn from HMS Victorious on April 3, 1944, providing fighter cover for attacks on the Tirpitz.

In that month the Corsair was finally cleared by the USN for operations from carriers – some nine months after the FAA had commenced shipboard operations with the aircraft. Say no more! — **Bryn Plowman**, Brecon, Powys.

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information

Ocean scores in nuts and bolts job



I TOOK up Meccano again ten years ago, having done it as a boy, and now use the hobby as a therapy while I cope with my wife's serious ill health.

Using your 'Inside HMS Ocean' cutaway as a guide, I built a model of the ship and took it to the Holy Trinity Meccano Club at Hilden, Tonbridge, which brings in people from all over the south east.

It won the cup for best model by a member not previously awarded.

Only Meccano parts were used in the model – with 2,100 nuts, bolts and washers! – and I have tried to incorporate as many of the features as possible.

I am a regular reader of Navy News, having been a signalman in the "Andrew" 1946-48 and am a proud member of the Coastal Forces Veterans Association. — **G. F. Fenner**, Maidstone, Kent.



No. 553 47th year

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Robust Christianity: Naval chaplains put front line first, as –

As the wider Church struggles to keep its head above water, the Naval Chaplaincy is extending its reach, prepared to welcome Chaplains from other religions – and send more Commando-trained clerics into the front line of RN operations.

Andrew Thomas, a student at Oaklands Sixth Form College, Waterlooville, Hants, talked to the Rev Bill Matthews about his ministry to today's Navy, around half of whose people are under 25.



● 'The front line is exactly where the Chaplain should be' – the Rev Bill Matthews talks to Andrew Thomas.

Picture: LA(PHOT) Brad Bradbury.

PADRES GO WHERE THE HEAT IS

How did you decide to become a Naval chaplain?

I left school and went straight into Chemistry – I spent about seven years working in inorganic chemistry, mainly chemical analysis. I'd left school with a firm belief in atheism – I just didn't believe there was a God. And then, in a number of areas I began to see that not only was it possible that there was a God, but it was actually the most likely thing. And I had an experience which I considered to be an encounter with God, and my faith began to develop.

As soon as this happened, I got so enthusiastic about it that I wanted to share this experience with other people. So I studied, and eventually in 1973 became a minister – but I was an unpaid minister, going round from church to church and having a church of my own in Cheshire with a number of other people who shared that ministry with me.

And it was sometime after that, in the early 1980s, after I'd been in computers and marketing and as a college lecturer, that I really got a sense of call – a specific call to the Naval Chaplaincy. And although it seemed ridiculous at the time, it was so strong that I thought I should pursue it. I knocked on the doors – and to my utter amazement they opened and I found myself appointed a Naval chaplain.

So it was something you pursued – and you were offered it?

I have to say, I did a course at Portland as a Sea Cadet chaplain – and following that, the Secretary of the Methodists Forces Board rang me up and asked if I'd ever considered full-time Naval Chaplaincy. I said "Well, no I hadn't – I didn't think it was sensible." And he asked me to give it some thought. I said I would – and became convinced it was a call. You have to go along with that if you believe God is calling.

How important is it for a Naval Chaplain to be seen in the front line? Do you think it improves your day-to-day relationship with people?

I think the front line is exactly where the chaplain should be. In the job I'm doing now, where amongst other duties, I'm here for the people who end up having to leave their ships early sometimes because of illness or trouble at home, it actually gives me some purchase on their problems by having been in the front line myself. If I'm going to understand Naval people properly, I need to have been where the action is, which in turn lets me be considered part of the organisation.

More importantly than that, to be effective as chaplains and to exercise the ministry we have been given, then the place where there is more critical need, time and time again, is the front line. So it is vital that we are there, at sea and on the ground in the various trouble spots around the world.

Are you becoming less of a spiritual adviser and more of a social worker these days?

I've never felt that that's been the case at all. There is an element of social work, in so far as we are often the first port of call for people – they come and see us when they have run out of ideas as to how to deal with the problems they have, knowing they can have a confidential chat with us and it's not

'I don't know of any who aren't reassured by the feeling that someone is praying for them and helping them'

going to go any further. And then sometimes I can suggest other agencies which will help them in their particular difficulty. But that arises out of my pastoral care for them.

I don't necessarily pray with everybody, but I think I always say that I will pray for them. And I don't know of any who aren't reassured by the feeling that someone is praying for them and helping them. In my last job in HMS Collingwood I was actually teaching people on what we call a Spiritual Personal Development Programme. So the spiritual element is very strong – without it, really, we don't have any reason for being here.

Do people co-operate with you and your beliefs – or are there those who are not interested at all?

When people come for advice, I always try to ensure that I don't preach to them. I hope they are left with the impression that they've got a friend who will support them in every way he can, who happens to be a Christian friend, who has a faith that he wants to extend to them. If they also wish to know about that faith then I'm delighted to help them to it.

Do you think there is anything that the wider Church can learn from the way the Naval Chaplaincy operates?

I'm most certain it can. Partly because a large number of people we deal with who feel we are co-workers with them, who feel that we are part of their team – are not necessarily seen in church every Sunday. In other words, it's different from civilian life, where most of the time a minister will be spending his working day looking after people who have links with the church or who are going through bereavement or looking forward to weddings or baptisms. Whereas we are actually involved in the day-to-day work of the Navy in all its guises.

Also, the group which we deal with is predominantly young and a lot of churches have a congregation which is mostly old. So we perhaps have some link with the thought of younger people which lots of churches aren't particularly exposed to. For instance, for the past five years I've been closely involved with the Navy's Volunteer Band Service – I've taken up the clarinet now – and this too has helped me keep in touch. Also I feel there are people who are reluctant to come and see us in civilian

I hope it will enlarge people's understanding. We try very hard in the Navy to be open to people of other faiths and welcome them. But often we don't really understand the culture or religion from which people come.

Anything that helps us understand those different cultures and religions will, I think, be of tremendous help in making them feel welcome and feel that they are a full part of the Navy.

The idea of setting up area officiating chaplains will certainly be a step towards that, because commanding officers and Christian chaplains will be able to call in these experts in a particular area and they will be able to advise.

How do you see the Naval Chaplaincy changing in the future?

My hope is that we would be able to put more chaplains in the front line, have more chaplains at sea.

It's not going to be easy, because of things like budgets and accommodation and so on, but I think that is where we can have a very effective ministry and hopefully be of even greater service than we are at present.

□ The Rev Bill Matthews is currently Church of Scotland and Free Churches Chaplain at HMS Nelson, Portsmouth Naval Base. He joined the Naval Chaplaincy in 1991.



● Front line support: Simon Beveridge, Chaplain to 42 Commando talks to Royal Marines on patrol in Sierra Leone.

We've just relaunched her.
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Families

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The reality is that SSAFA Forces Help is an international welfare charity for ex-Service men, women and their families, and more than 14 million people qualify for their help.

To be eligible for assistance from the charity you or your family member need have served only one paid day in any of the three Armed Forces.

The charity operates on both a professional and voluntary basis and offers practical and emotional help with all manner of issues.

The charity also deals with people of all ages - their youngest clients are in nappies and the oldest is over 100 years old!

Through a network of 7,500 trained volunteers and more than

400 health and social work professionals in the UK and overseas, they help over 100,000 people each year. The help includes:

□ A professional social work service to the serving community in the UK and overseas, under contract to the Ministry of Defence. They are also a registered adoption service.

□ Health professionals working with the serving community in Germany, Cyprus, Gibraltar, Brunei, Nepal and Canada, also under contract to the MOD.

□ Confidential advice and support to Service personnel and their families experiencing a wide range of contemporary problems.

□ Short stay accommodation at three Stepping Stone Homes for separated Service families whose marriages have broken down, and for other people needing temporary housing, plus help in finding a home.

□ A family escort service to assist families travelling to, from or within the UK.

□ Swift news from afar when Service people abroad or families at home are concerned about loved ones' welfare.

If you would like to know more about SSAFA Forces Help call 0207 403 8783 or to contact the charity by fax use 0207 403 8815. Their e-mail address is public-awareness@ssafa-forces-help.org.uk and their website is at www.ssafa.org.uk.

Stuck for a dentist?

ONE OF the major concerns expressed by Service families is the difficulty they have in finding NHS dental treatment.

Frequent moves make it hard to identify and register with NHS dentists but there are two sites on the internet which can help track one down in your area.

The British Dental Association is at www.bda-findadentist.org.uk/ and the Defence Dental Agency site, which can also help locate NHS treatment, is at www.dentanet.org.uk/

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● **WOODENTOTS:** Some of the toddlers who took part in the sports day at HMS Collingwood to raise cash for Barnardo's.

Toddlers turn out for a good cause

ALMOST 50 toddlers from the 'Woodentots' Nursery at HMS Collingwood took part in a sports day to raise cash for the children's charity Barnardo's.

The sports day was part of a

national event that took place in venues all over the UK.

During the day they 'toddled' around a course which was half a mile long, raising sponsorship money for the charity in the process.

A variety of activities along the way kept their interest, including 'Bob the Builder' where they were encouraged to make things with building bricks, an egg and spoon race and an obstacle course.

College partnership for Royal Sailors Rests

A TRAINING partnership between the Royal Sailor's Rests and Southampton City College has proved so successful that its range is being extended.

An important part of the work of the Royal Sailors Rests is the provision of educational opportunities and Southampton City College has been running courses in Business Administration at Gosport and Devonport RSRs for several years.

The partnership is now forming the basis of a UK contract and plans are being drawn up for further initiatives at Braeholm, the Royal Sailors Rest at Helensburgh.

At the launch of the new scheme, the RSR's Head of Administration, Brian Deverson, said: "The scheme has gone from strength to strength."

"It started some four years ago as a way to give RSR users the freedom to access education and self-development opportunities."

"RSR centres are homes from homes and serve as a family building unit and the training seemed an obvious development."

In addition to the training opportunities the RSR centre at Rowner provides a daily creche facility and an OFSTED-registered pre-school. There is also a coffee lounge for families to relax in and subsidised catering providing lunch and snacks.

Sue Lacovou, who co-ordinates Southampton City College's programme at the centre, said: "We serve a lot of people and have had some great successes through the network and we hope that Naval families will be able to continue their studies wherever they are in the country."

Health rep appointed

A HEALTH representative has been appointed by the Association for Royal Naval & Royal Marines Families.

Emma Pullen is a former QARNN and is the wife of a Serviceman so she has a good idea of the effects of military life on the whole family.

Her main focus is dealing with the enquiries or problems that you have, and she will also represent your views, anonymously or not, to help improve the quality of life for all Naval families. Emma can be contacted at ARN&RMF, 22 Tallyour Rd, Plymouth, Devon, PL6 5DQ. Tel 01752 789444 Fax 01752 789940 or e-mail assocnrmfamilies@lineone.net

Wanted: Chair person and local area representatives

The Association for Royal Naval and Royal Marines Families is seeking to recruit a new Chairman.

The appointment will be based on a two-year renewable contract and the Association freely admits that the remuneration offered is very low in relation to the pay which would be offered for the same responsibilities in the civilian sector.

With this in mind, the Association is keen to find someone with a good heart and an even better sense of humour to match!

It is a full-time job, averaging about 40 hours per week, and there is an element of travel involved to attend various meetings and functions.

The successful candidate will be confident, articulate and an outgoing communicator who relishes a challenge and demonstrates expertise in negotiating and liaising at all levels.

The right person will be a team player who would willingly assume responsibility and use their initiative in an autonomous role, and they will be a problem solver and decision maker capable of analysing statistical data as

well as in-depth reports.

They will need to be committed, focussed, non-judgmental and open to innovation and positive input. An appreciation and understanding of the experiences faced by families of Naval ratings and officers is essential.

If you think that you can defend and represent the views, concerns and rights of families to all concerned with policy decisions as well, then you are the one that the Association is looking for.

The successful candidate will have the satisfaction of building on the foundations which have already been laid and of knowing that their work will improve the quality of life of Service families and improving the morale of our Armed Forces.

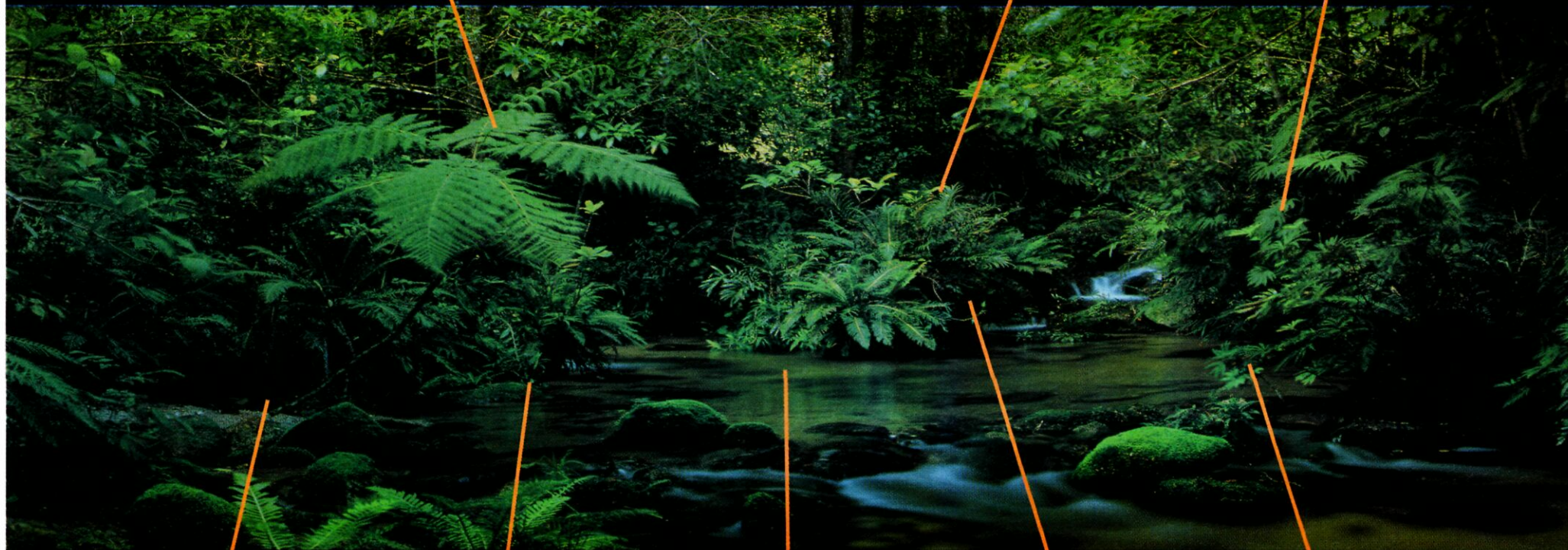
Family members, or serving ratings and officers can apply. For more details contact the Association for Royal Navy and Royal Marines Families, 22 Tallyour Rd, Plymouth, Devon PL6 5DQ Tel 01752 789444.

□ Volunteers are also required to act as local area representatives. Write to the above address or watch out for interview dates in the local press.

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Please note... you must be over 18 to advertise in this column

Name: Age:
Address:
Tel. No.:

Ian, Sheffield, met you Thursdays Nightclub Chichester in June, Please contact me, Love Jo **Box Aug 1**

SHARON 31 seeks penpals 30+ Photo appreciated. **Box Aug 2**

BLUE EYED blonde (43) seeks an Officer & Gentleman to sweep her off her feet. **Box Aug 3**

LOUISE 30 slim, long auburn hair, Cambridgeshire. Would like male naval penpal 30-50. **Box Aug 4**

SLIGHTLY nutty female 30, likes motorbikes seeks humorous, carefree penfriend. **Box Aug 5**

PAMELA 35 wants to hear from Liverpool sailors 30+ **Box Aug 6**

SINGLE female seeks male penpal 35+ for fun/friendship. **Box Aug 7**

MATURE LADY wltm retired naval officer 60-70 years for friendship. **Box Aug 8**

REBECCA 27 West Mids. Tall attractive ex-model seeks sailors 27+ for friendship/relationship **Box Aug 9**

CAROL 34 seeks male penpal gsoh for fun and interesting correspondence. **Box Aug 10**

SANDRA 39 seeks penpal for friendship/relationship. Photo appreciated. **Box Aug 11**

PENFRIEND required for hard working staff nurse, late fifties but very young at heart. **Box Aug 12**

EX RACING driver 47, into FormulaOne, pubs, travelling, clubs dancing. seeks penfriend. **Box Aug 13**

Hi my names Sophia, I'm looking for a penfriend, for fun and friendship possibly more. **Box Aug 14**

REQUIRED: Funny, warm, sincere, male for long term let by likeminded gregarious female 33. **Box Aug 15**

BUBBLY funloving, female, 33, seeks penpals for friendship/fun. ala. **Box Aug 16**

SINGLE female 32 seeks genuine male penpals for friendship. **Box Aug 17**

SINGLE MUM 33 gsoh seeks penpal for friendship/relationship. Please send a photo. **Box Aug 18**

BUBBLY MUM, 36, divorced, fair hair, seeks cheerful chappie for friendship possible relationship. **Box Aug 19**

COUNTRY GIRL wltm an adventurous person who likes animals, mad things and walking etc. **Box Aug 20**

SLIM, PRETTY, sporty blonde female, 23, wltm sailors for fun/friendship/romance. **Box Aug 21**

DIVORCED MOTHER, 41, seeks penfriend. **Box Aug 22**

NOTICE

All advertisements submitted for entry into the Navy News Penfriend Column are subjected to copy approval.

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People in the News

Father and son meet up in Africa

COMMANDO operations in Sierra Leone led to a bizarre reunion for Marine Matthew Antrobus and his father Stuart.

Matthew was helping to defend Lungi Airport near Freetown when his dad, a CPO with the Royal Navy's Mobile News Team, turned up with a television camera.

The Royal Marine, from Gosport, Hampshire, described

the unplanned meeting as one of the most bizarre things that has happened to him lately.

He said: "Being able to serve alongside your own father is a very unusual situation to be in."

"My mates in Support Company reminded me of it every day and it kept us all amused."



● CPO Stu Antrobus (left) with his son Matthew during their unplanned meeting in Sierra Leone. Picture: Graham Meggitt.

Berkeley helps Tom keep the flag flying

HMS BERKELEY helped out after vandals snapped a flag pole and stole a Union Jack from Dursley resident Tom Tomlins.

The former RN sailor, who is 80 years old, always marks important dates such as D-Day and National Holidays by flying the flag and when the ship heard what had happened they invited him to visit them at Sharpness.

The ship was there for her last visit to the town of Berkeley before decommissioning in 2001, and when Mr Tomlin came on board he was presented with a replacement flag by HMS Berkeley's CO, Lt Cdr Richard Bowbrick.



● HIGH STANDARDS: Lt Cdr Bowbrick presents a new flag to Tom Tomlin on board HMS Berkeley at Sharpness.

Pembroke House officially re-opens

THE FIRST Sea Lord made a former submariner's day during the re-opening of Pembroke House, the Royal Naval Benevolent Trust Nursing Home in Kent.

Admiral Sir Michael Boyce presented the home's oldest resident, Herbert 'Slinger' Wood, with a replacement Submarine badge. Slinger joined the RN in 1921 and served in submarines from 1934 to 1945. He was a PO(TEL) and his boats included Olympus, Cyclops and Elphin.

Lord Litchfield is put in the picture

DISTINGUISHED photographer Lord Litchfield took time out from an official engagement to see how the military teaches camera skills.

After opening the Museum of Military Photography at RAF Cosford he dropped in to the Joint School of Photography.

While he was there, Lord Litchfield was shown the range of skills which are taught, including aerial, portraiture and surveillance photography, by training officer Lt Jan Green RN.

A portrait of Lord Litchfield was taken by LA Jonathon Hamlet, who is joining the Surface Flotilla Photographic Unit at Portsmouth.

And he saw how digital technology was being used throughout the Armed Forces.



● Lord Litchfield shares a joke with Photography Instructor, PO Wren Laurie Cooper. With them are Lt Jan Green, OC Training, Jim Ness, OC JSOP, and WO Andy Mason, Senior Army Photographer.



People in the News



IN BRIEF

NEW FOREST MP Julian Lewis hosted a visit to Parliament by survivors of a famous WWII attack on the German fleet.

Veterans Pat Kingsmill, Edgar Lee, and Donald Bruce all took part in the 'Channel Dash' Swordfish attack on the battlecruisers Scharnhorst and Gneisenau in February 1942.

The war heroes, who were in London for the unveiling of the new Fleet Air Arm memorial, were entertained to lunch in the Churchill Room at the House of Commons and met the Speaker of the House, Betty Boothroyd.

SAILORS who lost their lives on minesweeping operations in WWII were remembered during HMS Atherstone's last deployment.

While the ship was in Soudha Bay, Crete, the ship was visited by veteran Richard Sambles who laid a wreath in memory of the men who were killed during the evacuation of the island in 1941.

Mr Sambles served in minesweepers in the North Sea and the Far East and his tribute was for all of his colleagues who were 'missing presumed drowned' during the War.

POWEM Rob Anthony's dedication to duty has earned him a Herbert Lott Award for efficiency and a £250 cash prize.

PO Anthony won the award for his work at DCSA St Vincent where he manages the tri-service communications facility in support of operations and exercises worldwide.

The unit has been undermanned and he took over the gapped post of CPO and did an outstanding job as Watch Systems Controller.

FORCES personnel in Gibraltar are reaping the benefits of a unique interactive training facility.

The new tri-Service Defence Civilian, Skills and Learning Centre is providing a flexible route to a whole range of qualifications from IT to GCSEs.

The centre was opened by Commodore Andrew Willmet and is managed by Lt Cdr Bruce Foster.

Lt Cdr Foster is working closely with Defence Management Training (DMT) and he hopes to establish a satellite link with the UK which will allow more training to be carried out in Gibraltar.

THE Hydrographic Office in Taunton has won a top national award for investing in its greatest asset - its staff.

The organisation, which employs more than 800 personnel, is the latest to achieve the coveted 'Investors In People' standard.

Chief Executive of the UKHO, Rear Admiral John Clarke, said: "It is a proud moment for us. We believe in the value of training and this award recognises that commitment."

"New technology is rapidly changing the way we work and there has never been a greater need to ensure that our staff have the skills they need to meet the challenges of the future."

SEVEN years of hard work has paid off for CPO(R) Steve Delo from HMS Dryad.

He has just completed an Open University degree in Applied Social Science and will be using the qualification to teach GCSEs in the Royal Navy.



Kids learn about life in the Navy

YOUNGSTERS at a Petersfield playgroup have been learning about life in the RN.

Children at The Peter Pan playgroup invited HMS Nelson's Lt Mark Frost to give a talk on the Navy.

The appreciative audience included his two sons, William and Thomas.

Picture: The Petersfield Post



● **WINNER:** Malcolm Wearn of BAE Systems with one of the Royal Navy's state-of-the-art Spearfish torpedoes.

Palace honours Culdrose staff

TWO staff from RN Air Station Culdrose have been to Buckingham Palace to be invested with MBEs by The Queen.

Lt Cdr Ian Munday and WO John Notley were both named in the New Year's Honours List.

Lt Cdr Munday, from Helston, in Cornwall, is the senior instructor at the new Merlin Training Facility and he is responsible for meeting the training requirements for all personnel who will operate and fly the multi-mission helicopter.

Most of his 22 years in the Navy have been spent with Culdrose-

based squadrons but he has also completed a tour of duty in San Diego, USA.

WO Notley, from Breage, has spent 33 years in the Royal Navy. He is currently on the staff of RN School of Meteorology and Oceanography and was the first warrant officer to qualify as a Met Forecaster in the RN.

He has served in a variety of ships and establishments, including HMS Ark Royal, RNAS Yeovilton, HMS Gannet and RNAS Prestwick in Ayrshire.



● **HONOURS:** Lt Cdr Ian Munday (left) and Warrant Officer John Notley outside Buckingham Palace after the investiture of their MBEs.

Family on watch for submarines

FATHER and son Ian and Chris Savage keep watch on submarines from both above and below the surface.

Flight Sgt Ian Savage is in the supply and movement squadron at RAF Kinloss providing logistical support for the Nimrod aircraft which keep watch around the shores of Britain.

And when Chris completes his Royal Navy Training at HMS Collingwood he will serve below the surface, communicating with the Nimrods as a submariner.

Flight Sgt Savage said: "I'm delighted that Chris has decided to follow a career in the Services and make the most of the opportunities for travel, sport and personal development."



● **FORCE FOR GOOD:** Flight Sgt Ian Savage and his son Chris

National award for Spearfish manager

THE MAN responsible for delivering state-of-the-art Spearfish torpedoes to the Royal Navy has won a major national project management award.

Malcolm Wearn, of BAE Systems, Waterlooville, Hampshire, was voted Project Manager of the Year at the Association for Project Management's national awards ceremony in London.

Mr Wearn's project achieved a major milestone when it delivered the first batch of fully prepared torpedoes to the Submarine Service.

BAE Systems worked on the project with the Procurement Agency to deliver one of the world's most sophisticated weapon systems to the front line.

Spearfish is a high speed, anti-shiping and anti-submarine acoustic homing torpedo and the primary defensive weapon for Royal Navy submarines.

Powered by gas turbine, Spearfish holds the world underwater speed record to deliver its knockout performance, with each weapon costing more than £1 million.

The project involved building all the Spearfish torpedoes in the first batch to a state suitable for testing, then demonstrating successful underwater performance before re-configuring the torpedoes to the fully-warheaded specification for delivery to the Royal Navy.

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Bicester takes a final bow

MINESWEEPER HMS Bicester said farewell to her namesake town in Oxfordshire by inviting a host of VIPs on board for a day at sea.

The ship, which won a Commendation for clearing 75 mines off Kuwait in 1991, decommissions on July 31.

As she is due to transfer to the Greek Navy, she wanted to say thank you to all the people in the Bicester Association who had supported her during her RN career.

Guests included her sponsor, Lady Elizabeth Symons and her husband Vice Admiral Sir Patrick Symons, the Mayor of Bicester, Cllr Debbie Pickford and Father Philip Ball, Vicar of St Edburg's Church, Bicester.

Also invited were Lt Col Nigel Smellie of 23 Pioneer Regiment RLC, Bicester, and Col G Hazelwood from the Defence Storage and Distribution Centre, Bicester.

Mr Bob Cardwell and Mr Ted Pomeroy represented the Old Bicester's Association and there were other guests from Bicester RNA, Rotary Club, Hunt, the RNR and the Sea Cadet Unit TS Bicester.

During their day at sea the guests saw how the ship tackles mines with divers and remotely operated submersibles and learned about firefighting and damage control, and watched a man-over-board exercise, pictured below.



● **FAREWELL:** HMS Orwell flying a paying-off pennant as she leaves Dartmouth for the last time, escorted by HMS Smiler, HMS Tracker and a flotilla of picket boats from Britannia Royal Naval College which looms through the haze high above the town.

Orwell's departure marks end of an era

THE ROYAL Navy has said farewell to its last remaining River-class vessel and the last ever Dartmouth Navigation Training Ship with the paying-off of HMS Orwell.

As the ship sailed out of Dartmouth for the last time she was escorted by HMS Smiler, HMS Tracker and a flotilla of picket boats from Britannia Royal Naval College as townspeople waved from houses decked out in flags for the occasion.

Orwell was the largest vessel operating on the River Dart and she has been based there since she took up the task of teaching young officers to navigate six years ago.

Launched in 1985, HMS Orwell was originally a Fleet minesweeper attached to Tyne RNR at Newcastle in the Tenth Minesweeping Squadron.

After her conversion to a Navigation Training Ship she was sent to Dartmouth and took over a role which has been conducted since the 1920s by HM ships Forbes, Sturgeon, Jewel, Acute, Brearley, Repton, Walkerton, Sandpiper, Peterel and Wilton.

HMS Orwell's job was to take groups of 24 Young Officers to sea for a week at a time, but changes in Fleet Training, which will give YOs six months specialist navigational training on warships at sea, means that her services are no longer required.

HMS Orwell's CO, Lt Ian Clarke, said: "It's always sad when a ship comes to the end of its life but we all understand the reasons why she is going."

"Essentially, a five-day navigation passage is being replaced with a six-month period of specialist training, and while that is sad for HMS Orwell, the product for the Fleet will be much better."

HMS Orwell carried out her tasking right up until the last moment. She left Dartmouth with a group of YOs on board and conducted navigation training until she reached The Needles at 2 a.m.

On arrival at Spithead in the morning, Orwell was joined by former COs and Admirals and Mrs Eckersley-Maslin, the ship's sponsor. The ship entered Portsmouth Harbour under jets of spray from tug boats and she is now in preservation while a suitable buyer is found. Her sister ships were sold to Bangladesh and Brazil.

Campbeltown ends NATO stint

HMS CAMPBELTOWN has handed over her duties in NATO's Standing Naval Force Atlantic to HMS Grafton after seven months at sea.

When Campbeltown sailed on January 7 this year she became the first RN warship to deploy in the new Millennium.

The early part of her voyage was spent off the coast of the USA where she took part in a number of successful counter-drugs operations before enjoying port visits to Mayport, New Orleans for Mardi Gras and Halifax in Nova Scotia.

After crossing the Atlantic with a stopover at Bermuda, the Type 22 frigate put in at Lisbon to pre-

pare for the multi-national NATO warfare exercise Linked Seas off the coast of Portugal.

During the 16-day exercise, HMS Illustrious was called away for operations in Sierra Leone and Campbeltown took over her role as Command Ship, embarked the Commander of the UK Task Group and 70 additional personnel, and took charge of eight RN warships.

After a visit to Germany for Kiel Week Sailing festival, Campbeltown visited Norway and Iceland. She prepared to hand over to Grafton at Stavanger and was due back in Plymouth on July 27 as *Navy News* went to press.

Berkeley makes final visit to home town



● **HMS Berkeley** paid a final visit to Berkeley, Gloucestershire, before decommissioning.

EMOTIONS were high when sailors from HMS Berkeley paid their final visit to the ship's namesake town in Gloucestershire.

The Hunt-class MCMV is decommissioning in February next year and the visit was the last chance to see friends and supporters in the town.

Her CO, Lt Cdr Richard Bowbrick, began a full programme of events by hosting a cocktail party on the ship at Sharpness and it was followed by a civic reception in the town.

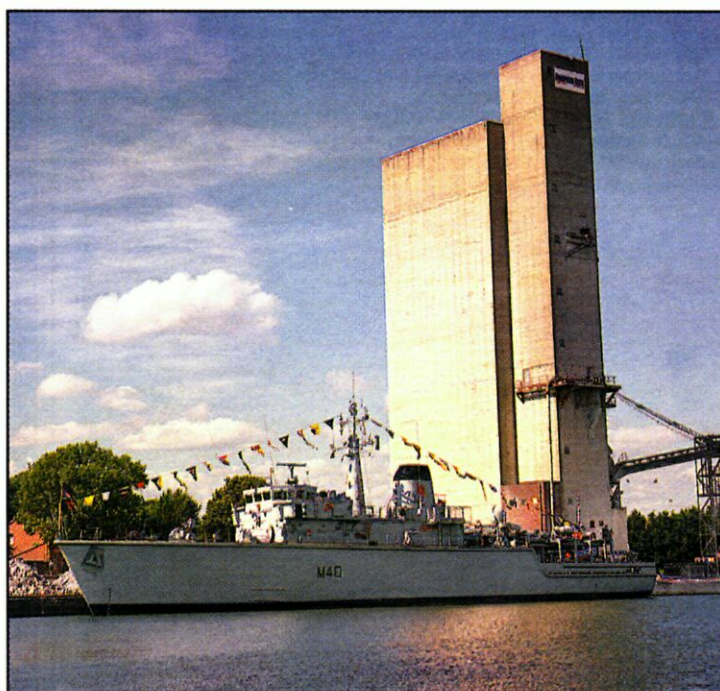
A service at Berkeley Parish Church the next day was attended by the entire ship's company and it included a reading by Lady Gerken who launched the ship in 1986.

Afterwards, the sailors exercised their right to the Freedom of Berkeley by marching through the town centre with the Band of the Royal Marines, Plymouth, before the thirsty crew were entertained at Berkeley Castle by John Berkeley.

Sailors from the ship played local teams at golf and football and social events were held with the Berkeley Hunt and employees of Berkeley power station.

Over the five-day period the ship showed more than 400 visitors around as well as hosting parties of local school children and Sea Cadets.

□ **Keeping the flag flying** - see page 10



● **SHARPNESS:** HMS Berkeley berthed at Sharpness and hosted a cocktail party on board before a civic reception in the town of Berkeley.

IN BRIEF

Somerset in Belgium

HMS SOMERSET took part in a combined Dutch and Belgian Navy Days at Zeebrugge between July 13 and 17.

After her role in the RN's round-Britain 'Meet Your Navy' programme she sailed to Belgium to join Irish, German, Russian, Polish and American ships who were also invited to the event.

Despite poor weather 5,500 visitors toured HMS Somerset and the ship hosted 12 children from troubled homes.

Somerset's CO, Cdr Paddy McAlpine, said: "This was a fantastic opportunity to meet the people of Belgium but also to get to know the crews of the ships from other countries. We were made to feel very welcome and everybody on board had a terrific time."

Bands head for Fareham

HUNDREDS of musicians will be heading to HMS Collingwood for the RN Volunteer Band Festival on July 29.

Up to 400 performers are expected at the establishment at Fareham, Hampshire.

Entry is by ticket only. They can be obtained from Sgt Rich Tilley on 01329 332533 at a cost of £1, or £3 including lunch. Marching displays will begin at 0900 and concert performances start at 1745.

Model cost £200,000

A £200,000 sterling silver model of the Mary Rose went on display at Portsmouth on July 19.

The model, owned by an anonymous Channel Island businessman, was presented to Prince Charles on July 18, and was sent to Portsmouth to be displayed for two weeks. Its arrival coincided with the 445th anniversary of the sinking.

Resignation at Chatham

CHIEF Executive of Chatham Historic Dockyard, Joe Creighton has resigned, mainly for family reasons.

Until a permanent successor is appointed, Mr Creighton's duties will be carried out by Stephen Dyer, the Dockyard's Finance Director and Trust Secretary.

Paying tribute to Mr Creighton, the Chairman of the Historic Dockyard Trust, Admiral Sir Nicholas Hunt, said his record had been outstanding.

"Against formidable odds, on many fronts, he has transformed the Historic Dockyard's future and his energy and commercial acumen have been invaluable," said Admiral Hunt.

A spokesman for the Dockyard said Mr Creighton's departure had nothing to do with the controversy over the care and display of the wartime destroyer HMS Cavalier, which was acquired by Chatham last year.

□ **VOLUNTEERS** will be painting the forward mess deck on HMS Cavalier on August 19 and 20.

Chatham Dockyard Volunteer Service has already given other internal compartments a thorough cleaning and it is hoped when the work is finished they will be opened to the public. If you want to join in, call Barry Knell on 01227 275154.

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Warships complete their UK tour

'Meet Your Navy' draws to a close



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MORE THAN 57,000 people from all over the United Kingdom seized the chance to visit Royal Navy warships during 'Meet Your Navy.'

By the time the six-week programme officially ended with The Queen's visit to HMS Invincible on the Thames, 26 warships had been to 27 ports around Britain.

More than 1,000 guests visited the warships while they were at sea and 200 potential recruits had the chance to experience life in Royal Navy ships and submarines.

At the end of the programme the First Sea Lord, Admiral Sir Michael Boyce, also visited HMS Invincible and he had high praise for all the ships and personnel who had taken part.

He said: "Meet Your Navy has made an enormous contribution in raising public awareness of the role of the Royal Navy at home and around the world."

As well as hosting visits to their ships, Royal Navy officers and personnel planted 100 oak trees at schools and colleges across the UK from Tobermory to Devon and from Co Fermanagh to Suffolk.



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Admiral Boyce added: "The Naval Service has reached thousands of people, and many of them live far from the sea."

"For young people about to leave school, we have given them their first taste of life at sea and shown them the many opportunities available for a worthwhile career in the Royal Navy and Royal Marines."

RN personnel made the time for numerous fund raising events throughout the Meet Your Navy programme and donations were made to many of the charities, schools, hospitals and community centres which they visited.

PICTURES:

1. The Type 23 frigate HMS Norfolk and the minehunter HMS Chiddingfold during their visit to Birkenhead.

2. While the aircraft carrier HMS Invincible was in Liverpool, airmen from 814 Naval Air Squadron flew a Sea King helicopter to Alder Hey Children's Hospital.

3. HMS Somerset and HMS Quorn at Ballylumford Jetty, Larne, Co Antrim. The ships, together with HMS Bangor, received a terrific welcome in Northern Ireland.

4. Lt Cdr Peter Coulson and OM Claire White planting a tree at St George's School, Edinburgh, during a visit by HMS Cumberland.

5. The potential recruits who visited HMS Splendid in Southampton.

6. SFPU Photographer Gary Davies used a fish-eye lens to capture this striking shot of HMS Cumberland passing under the Skye Bridge.

7. Ex-PO Stoker Cyril Rogers and Lt Cdr Laurence Jarvis on board HMS Exeter at Swansea. Cyril served on the former HMS Exeter during the Battle of the River Plate.

8. HMS Invincible in the Mersey. The picture was taken from Birkenhead by David Billinge during her visit to the City of Liverpool.

Ship on the airwaves

HMS SANDOWN was transformed into a radio studio for two BBC broadcasts from Ayr and Belfast.

The minehunter acted as a floating stage for BBC Radio 2 DJ Johnny Walker.

Technical wizards from the BBC spent eight hours installing equipment on 01 Deck Forward to allow the ship to broadcast live to the nation.

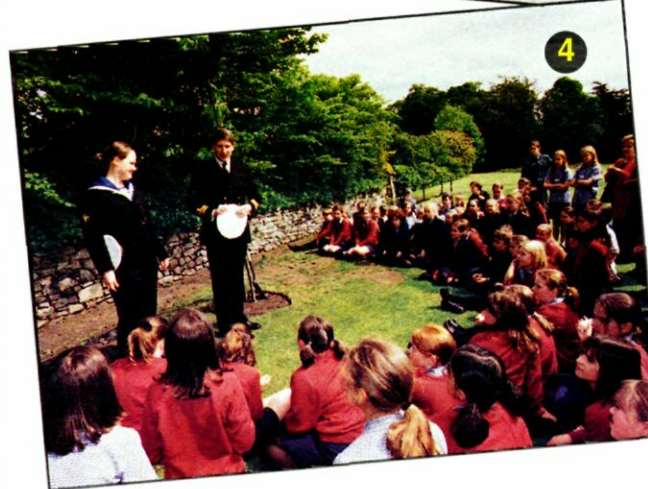
While the ship was at Ayr, the DJ interviewed Deacon Blue lead singer Ricky Ross, the CO, Lt Cdr JRG Abernethy and the Gunnery Officer, Lt Genghis Khan.

And at Belfast, guests included Country & Western star Nancy Griffith, the American Soul Singer George Benson and Paul Brady.

But the stars of the show were LOM Buck Taylor (electric guitar) and LRO Kenny Daglish (acoustic) who impressed everybody with Levellers classic 'Hope Street.'



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... as global task group splits up



● Beach scene: The Flying Fish fleet at anchor of Tioman Island after the work-up phase to the Five Powers Defence Arrangement exercise in South East Asia..

Midshipman starts rescue

A MIDSHIPMAN who joined the Naval Task Group during holidays from university has won official recognition for his part in a rescue.

Mid Christopher Benarr, a student at Newcastle, was in HMS Cornwall, but for part of Exercise Flying Fish he transferred to the New Zealand replenishment tanker HMNZS Endeavour.

During a watch, while assisting with Officer of the Watch duties, Christopher spotted a fishing vessel in distress and alerted the Command.

The fishing boat, with ten Indonesians on board, was sinking, and his sharp lookout resulted in the Malaysian naval vessel KD Jamil being dispatched from the force to rescue the crew.

Christopher was presented with the Commanding Officer's Commendation by the captain of Endeavour, Cdr John Campbell.

Flying Fish proves strength of alliance

ROYAL Navy ships of Naval Task Group 2000 have played a major role in extensive exercises in the South China Sea.

Exercise Flying Fish is a pivotal element of the Five Powers Defence Arrangement between the UK, Singapore, Malaysia, Australia and New Zealand.

Held annually, this year's ver-

sion was on a larger scale than usual, with a total of more than 30 ships, two submarines (nuclear submarine HMS Triumph and diesel boat HMAS Farncomb), 89 aircraft and more than 5,000 personnel from the five countries.

Type 22 frigate HMS Cornwall acted as flagship, with the Maritime Component Commander, Lt Col Wellman Wan, embarked for the exercise.

Flying Fish began with a work-up phase after which the ships

headed to the idyllic Tioman Island for replenishment, and the Perth Cup sporting olympiad between the various navies' ships.

Next came the tactical phases, when the friendly Blue Force defended peninsular Malaysia and Singapore in a period of tension leading to hostilities.

The wargame element culminated in an offensive operation by Orange Force, involving all dimensions of air and naval warfare.

Around 350 serials at sea and more than 1,000 air sorties were programmed into the exercise, which was followed by extensive debriefing, allowing planners to determine how well the navies integrated.

RAF Nimrods and Tornados also participated in Flying Fish.

The FPDA was created in 1971 to provide a framework for security for Commonwealth countries around the Pacific, and in recent years Flying Fish has become a sophisticated demonstration of the strength of the arrangement – the separate air and maritime ele-

ments were first combined in 1997

Commander UK Task Group, Rear Admiral Steve Meyer, said: "Our participation in Exercise Flying Fish is a clear demonstration of the UK's continuing commitment to the Five Powers Defence Arrangement, and contributes towards regional stability. "The exercise enables our doctrines to work together, proving we can work with other forces."

Capt McClement, Commanding Officer of HMS Cornwall, said: "NTG 2000 has certainly lived up to all of our expectations so far of being a challenging and exciting chance to circumnavigate the globe, interacting with many of the world's premier navies, while also thoroughly enjoying an exotic mix of visits to Middle Eastern and Oriental countries.

"Exercise Flying Fish involved many dynamic aspects of modern naval warfare.

"Of equal importance we have been able to embrace our French colleagues in FS Aconit into an inseparable and highly-beneficial partnership."

Gibraltar chosen for repair to Tireless

GIBRALTAR is the best place to carry out repairs to nuclear submarine HMS Tireless, senior Naval officers have decided.

In a media statement, Commander British Forces Gibraltar, Commodore Andrew Willmetts, said that the presence of Tireless – which limped out of Naval Task Group 2000 – at the South Mole and the Navy's wish to repair her there had caused much concern, and there had been much speculation.

"Stories have referred to the risk of leaking nuclear fuel, escapes of radioactivity, opening up the core of the reactor and so on," the Commodore said.

"These stories are untrue and serve only to raise concerns."

Explaining the Navy's reasoning, Commodore Willmetts said the berths in Gibraltar are operated to the highest standards, and that Royal Navy nuclear submarines had an exemplary safety record.

Regular checks by the Navy and the Gibraltar Government have revealed no signs of radioactivity, and the Commodore said he was "not going to put the health of the crew, my own workforce or the people of Gibraltar, amongst whom I live with my family, at risk."

The Nuclear Regulator must be satisfied as to the safety of the proposed operation before any work can begin, and that work will be carried out by the skilled Devonport workforce.

Doing the repairs – involving coolant circuit pipework in the reactor compartment away from the reactor itself – in Gibraltar avoided the need for a risky tow back to the UK, and Gibraltar offered a repair option "equally as good as the UK."

The reactor is shut down and cold, and will remain so until the repair work, which involves no unusual techniques, has been proved.

Newcastle pulls out of Korean visit

DESTROYER HMS Newcastle's visit to Incheon in South Korea has been cancelled.

With relations between North and South Korea warming, the military element of the 50th anniversary of the Incheon landings during the Korean War have been scaled back, and the focus is now on remembrance.

Exercise Flying Fish has finished, and Naval Task Group 2000 will now splinter, with the various elements conducting visits in both the northern and southern hemispheres.

HMS Sutherland is heading to Australia, where she will undergo a self-maintenance period (SMP) in Cairns before calling in at Sydney.

Flagship HMS Cornwall and HMS Newcastle were also undergoing SMPs before they made their way through a number of Asian ports.

The task group will not meet up again until exercises with the US Navy off Hawaii, and the ships are due to visit San Diego in late October for the city's Navy Week, when Cornwall will take part in the review.

The ships are due back in this country at the end of November.



● Newcastle East: HMS Newcastle on Exercise Flying Fish in the Far East.

Capsize sailors rescued

A TEXTBOOK response by HMS Newcastle ensured two Australian sailors were quickly rescued when their sea boat capsized.

The RAN ship HMAS Sydney was launching her sea boat at 5am in the South China Sea for routine transfer of personnel when the crew were thrown into the water.

With the loss of her sea boat, Sydney appealed to Newcastle for help, and the destroyer

swung into action.

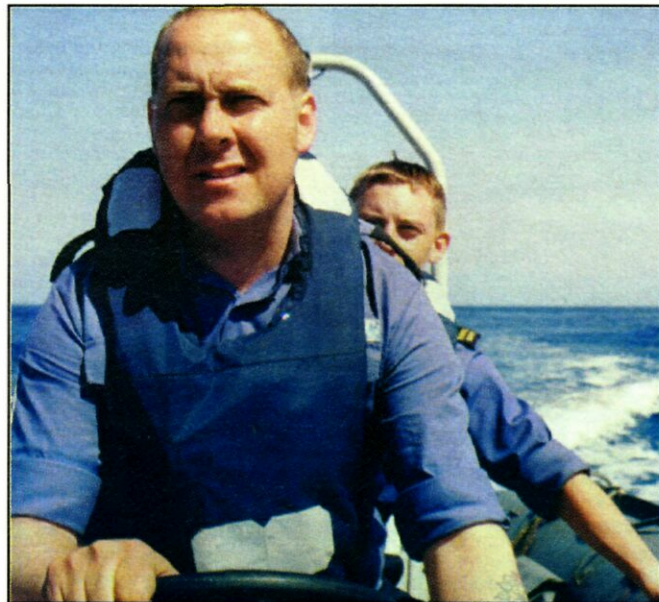
All upper deck lighting was switched on to help launch the sea boat, and to reassure the men in the water that help was on its way.

The ship's signalling lanterns were used as searchlights to pinpoint the men, who were returned, shaken but unhurt, to the deck of Sydney within 20 minutes of the incident.

Newcastle's boat was crewed by LS Colin Clarkson and OM Stuart Ward.

Cdr Steve Pearson, the Commanding Officer of HMS Newcastle, said: "Whilst an accident of this type is unfortunate and rare, I am very pleased that we were able to render assistance to HMAS Sydney so swiftly and thereby minimise risk to her personnel.

"I am most impressed with the efficient and professional manner in which my crew responded. The calm approach aided the successful outcome."



● Rescuer: LS Colin Clarkson driving HMS Newcastle's sea boat



● **QUAD BIKE:** Major Tony Maher Royal Marines, Secretary of the RN & RM Motor Sport Association, who won the Driver of the Day award. He is also Director of Royal Star and Garter Racing. To find out more about future events contact him on 01923 837654.

Racing raises cash for veterans home

A DAY of motor racing at the famous Brands Hatch circuit in Kent helped a team of Navy volunteers to raise cash for the Royal Star and Garter Home.

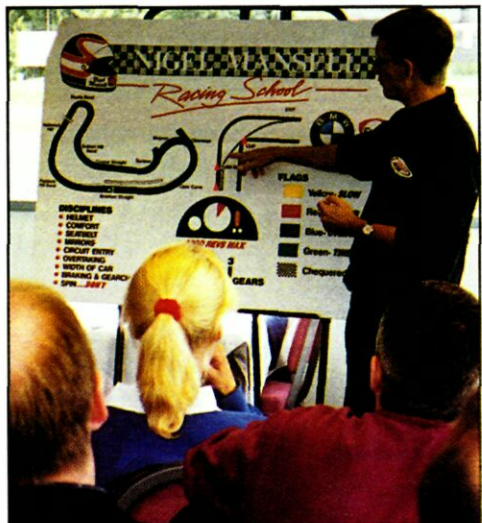
The event, organised by Royal Marines Major Tony Maher, was the first in a series of sponsored races in aid of the veterans' home, with a go-karting Grand Prix and offshore sailing planned in coming months.

After expert instruction at the Nigel Mansell Racing School the team took to the track in BMWs before progressing to single-seater racing cars, and in the afternoon they tried their hands at racing quad bikes, Honda Pilot and Apache all-terrain vehicles.

The Navy team, Capt Nick Batho, Major Tony Maher, Mne Jason Woodridge and Lt Cdr Jan Ouvery (all from Northwood) Cdr

Mike Shrivs (DNR) Lt Cdr Richard Murrison (FOSF) and Dominic Blake (Navy News) all did well on the day.

Major Maher won the Driver of the Day award, Lt Cdr Murrison won the Apache title and Dominic Blake picked up the Quad Bike Trophy. Unfortunately, our Assistant Editor also got carried away on the Brabham Straight of the main circuit and was the only one of 25 drivers to be penalised for exceeding a 4,000rpm/100mph speed limit!



● The Royal Navy team is briefed at the Nigel Mansell Racing School before taking to the track at Brands Hatch (below) in Formula 1st single-seaters. Pictures: JSU Northwood



Sailing Round-up

Collingwood crews set sail for France

HMS Collingwood Channel Challenge 2000



● **HELMSMAN:** Expedition organiser Lt Lenny (Vasco) Longstaff at the wheel of the JSASTC Yacht Lord Portal.

THE ART of seamanship was discovered for the first time by many electricians and communicators from HMS Collingwood when they embarked in five yachts for a foray across the Channel.

More than 30 staff, including Collingwood's CO, Commodore Peter Davies, set sail from the Joint Services Adventure Sail Training Centre (JSASTC) at Gosport in the yachts Flashlight, Lord Portal, Guinevere, Fimbria and Mitra.

After a beat down the Western Solent making full use of three knots of tide the boats put in at Yarmouth and prepared for an early start for the Channel crossing.

Thick fog made for a challenging voyage and after negotiating Hurst Narrows and rounding the Needles off the Isle of Wight the boats decided to head for Cherbourg.

Visibility didn't improve much on the way and the crossing proved to be a challenging piece of blind piloting for the navigators.

A relaxing run ashore saw the sailors taking full advantage of the delightful French cuisine and taking the opportunity for some serious shopping for wine and cheese.

The next morning the boats set sail for Alderney, and after some minor evolutions in the outer harbour they reached the Channel island after three hours.

A North-Easterly Force 5 was blowing straight into the harbour on arrival and it gave the boats lots of practice in taking up buoys, not all of it planned!

After an enjoyable evening ashore while the weather steadily improved, the yachts switched crew members to allow everyone to have the chance to sail on the Nic 55

Lord Portal and the flotilla headed for Guernsey.

The wind picked up and came round to the North East, and all five vessels achieved more than ten knots on the voyage to St Peter Port where they arrived within half an hour of each other.

In the evening all 33 members of the Collingwood expedition descended on an Italian Restaurant for a Channel Challenge 2000 Dinner and finished the evening with a visit to a nightclub.

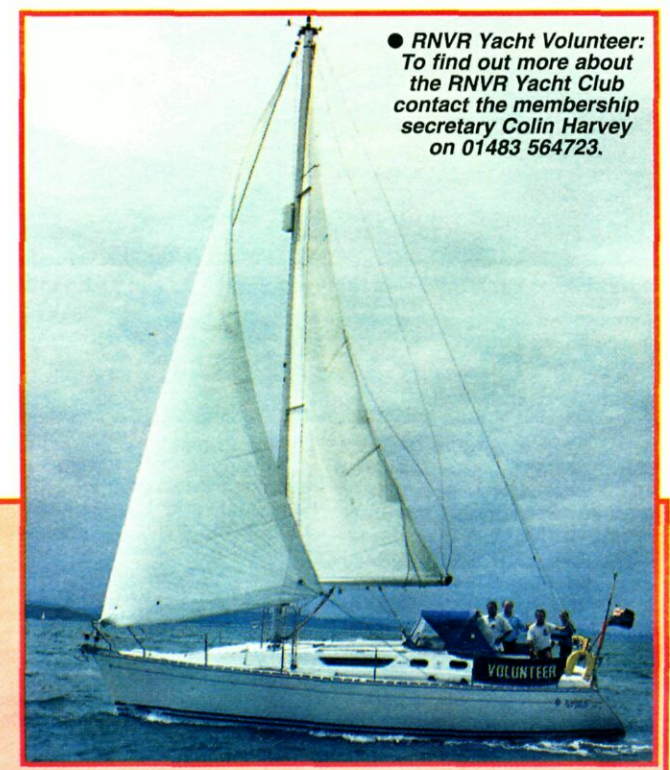
In the morning the crews switched back to their original yachts and those taking their competent crew course ran through knot tying, dinghy handling and man overboard drills before heading out to sea again.

A serious shortage of wind hampered the vessels on their return trip but they arrived back at the JSASTC at Horner Sailing Club with the tide in their favour at the end of a successful expedition.

Expedition organiser, Lt Lenny Longstaff, said that by the end of the week many novices were taking the helm and bringing the yachts alongside with the minimum of advice and guidance, and he hopes to make the Channel Challenge an annual event.



● The JSASTC boats venture out into the Solent after leaving their base at Horner.



● **RNVR Yacht Volunteer:** To find out more about the RNVR Yacht Club contact the membership secretary Colin Harvey on 01483 564723.

Volunteers head for the Channel Islands

SIX BOATS from the Royal Navy Voluntary Reserve Yacht club took part in a rally to the Channel Island of Alderney.

They were part of a flotilla of 24 vessels in the Route de Moule Rally to the Channel Island of Alderney, a fund raising event for the Jubilee Sailing Trust.

Despite bad weather which forced some boats to turn back or divert to safe havens such as Cherbourg, the event raised more than £7,000 for sailing charity.

And the boats which did arrive in Alderney included Afar V, a Moody 42 skippered by the RNVR Yacht Club's Vice Commodore, who set off 12 hours early and battled headwinds all the way!

Another notable achievement was the arrival of Janet Sainsbury and her husband in the 24ft sloop Genghis Khan, after 24 solid hours of sailing from Portsmouth.

On arrival, the yachtsmen enjoyed a lavish reception from the Alderney Branch of the Jubilee Trust. Seventy guests were dined out and the dinner included 170lbs of mussels supplied by Russell Greenstock.



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Sea Cadets



Cadets board York In Newcastle

NEWCASTLE Sea Cadets visited the Type 42 destroyer HMS York when she called at the city during her Meet Your Navy tour – there to meet up with Flight Observer Lt Catherine Malley. The ship is shown entering Hull for a later visit to York.



Early taste of Navy life for Matthew (3)

KENDAL's TS Royalist went off for a week's training in Malta – and took the unit's three-year-old mascot Matthew Robinson with them.



Matthew, his father OIC Lt Paul Robinson, mother Marie and 18 cadets and staff all stayed with the Maltese Sea Cadet unit, courtesy of Lt Cdr Lino Camilleri, at Rinella Bay, Kalkarra, looking after their own catering with hands being called at 0630 daily.

Mornings and evenings were allocated for training and by the end of the week the Kendal cadets had gained qualifications in seamanship, communications, piping and pulling.

A day was spent with the carrier HMS Illustrious, helping show visitors around the ship when she was open to the public, while another was spent on board an AFM Maltese patrol boat.

Daily tours of the island were enjoyed in a convoy of three jeeps and a car, with visits to the capital Valletta.

TS Royalist first visited Malta in 1989 and since then 37 other units have made the trip – but Kendal was told it was the only one to run a full training programme!

After their return, the cadets met up with their affiliated ship HMS Cumberland, when the Type 22 frigate visited Barrow-in-Furness as part of the Meet Your Navy tour.

Her commanding officer, Capt David Cooke presented Lt Robinson with the unit's efficiency award following last year's Royal Naval Inspection and badges of proficiency gained in Malta. Later a party of cadets joined the ship to sail with her overnight to Faslane – working their passage in various departments.

● **Left: Kendal cadets with HMS Illustrious in Malta. Inset: Mascot Matthew Robinson practises the Naval salute.**

Lawrence stands down after 47 years



RETIRING after 47 years in the Sea Cadet Corps – 42 of them as a member of staff – Lt Cdr Lawrence Scholes was guest of honour at a dinner given by members of his team as Area Staff Officer (ET) NW.

Lt Cdr Scholes has held this appointment for the past 13 years. His Chief Instructor Lt Chris Cowell, with his wife and cadets from TS Frobisher II, prepared a six course dinner for 25 people.



Sea Cadets



Corps qualities laid out in detail



The Sea Cadet movement is a national charity based on the traditions and customs of the Royal Navy, providing young people with life skills of teamwork, self-respect and social responsibility – the core qualities of good citizenship.

With 400 units nationwide, the Sea Cadets offer teenagers a "serious fun" alternative to the youth leisure industry – and often provide a second home to those living in disadvantaged circumstances.

Indeed, the very first Sea Cadet Units were formed when sailors returning from the Crimean War formed Naval Lads Brigades to provide a lifeline for orphans of fallen comrades.

The Commodore Sea Cadets, Commodore Roger Parker, is seen here inspecting the top unit in the country – Tameside's TS Quantock, winners of this year's Canada Trophy.

Next month, in an exclusive interview with *Navy News*, he explains how the ethos of the Sea Cadets remains the same – to prepare young people to meet the challenges of the future. And, for many of the brightest and best of them, those of the Royal Navy's future, too.



Iron determination to support Scunthorpe

TO CELEBRATE the millennium, the Iron and Steel Trade Confederation determined to award money to youth projects in the year 2000 – and Scunthorpe Unit duly collected £1,000.

TS Ariadne will use the money to refurbish the jetty at their boat station. The cheque is here presented by Roger Marsh, senior organiser of the ISTC Millennium Project (left) to TS Ariadne chairman Mick Gilbert.



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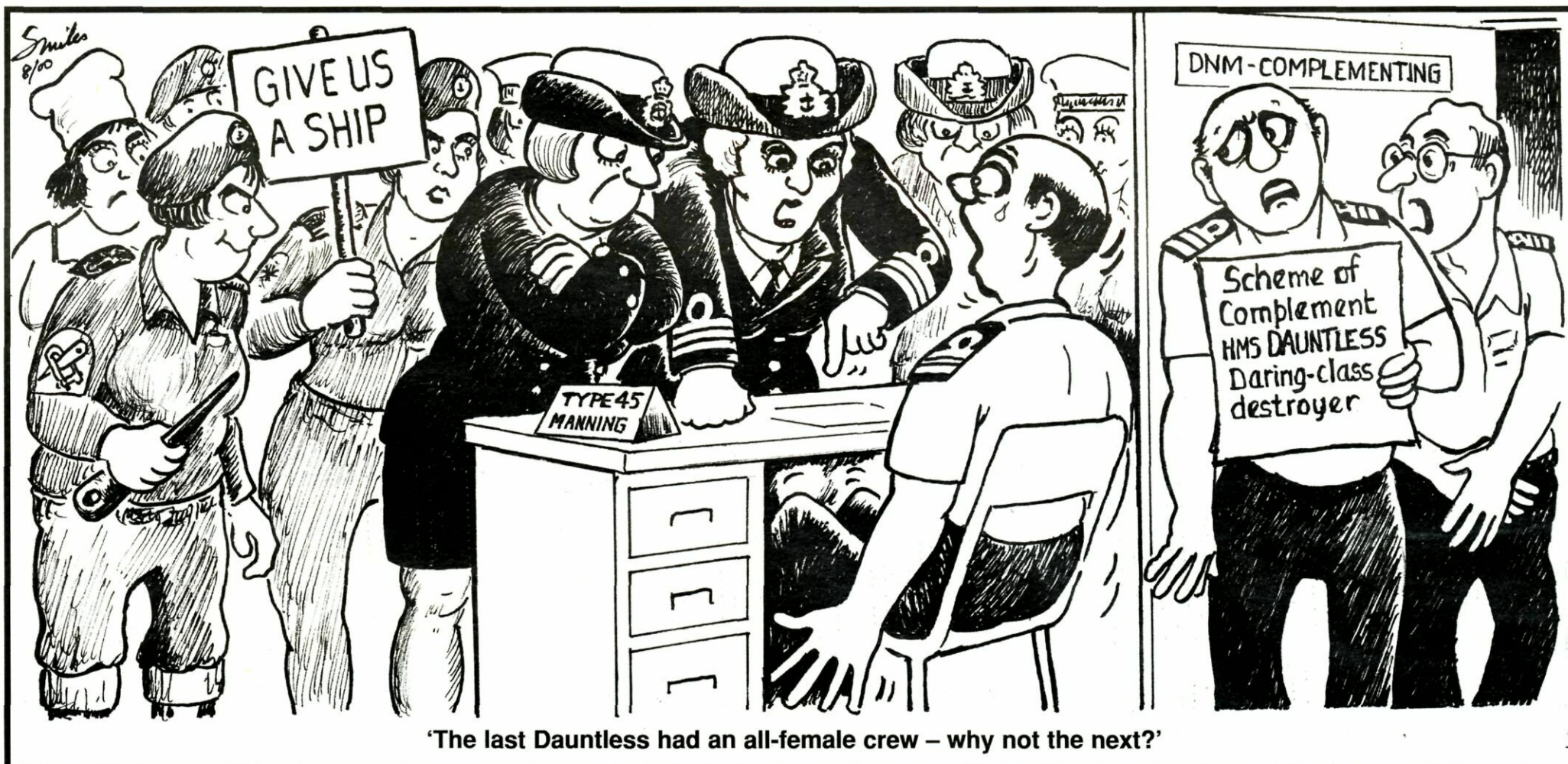
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'The last Dauntless had an all-female crew – why not the next?'

NEWSVIEW

Kevin, you too can be a winner

It's tough being a teenager these days. Well, it's always been tough being a teenager, but today, more than ever, teenagers are portrayed by the Press and by the likes of comedian Harry Enfield's teenager from hell 'Kevin' as having a very tough time of it indeed – and being ever more tough on their parents.

Around half of today's Navy are under 25, so you would suppose that imposes a bit of a strain on their "Sea Daddies", their surrogate parents once they enter the Senior Service, wouldn't you?

Well, the Navy gets around this by chucking them in at the deep end. Before too long – in some cases almost instantly – they are required to deal with some very tough situations. And so they have to grow up fast.

Last month the Plymouth *Herald Express* cited a case in point where a kid kicked out of secondary school after being written off as a troublemaker has lately been helping to restore calm in Sierra Leone as part of the ship's company of HMS Ocean. MEM Marc Relph (18) joined the RN 18 months ago after going on to take his GCSEs at South Devon College. "You just need determination to get out there and get what you want," he was quoted as saying. (The paper also made the point that he was already earning twice as much as some of his contemporaries).

The Navy has a well-established formal system of giving praise for a job well done, which ought to be a template for parental care in society at large. Because it's no good going on and on telling young people they're crap if you want to get the best out of them.

Today even the Royal Marines are trying to change the old culture of punishment and 'beasting' that characterises the classic style of military training. This was shown in the ITV documentary *Commando: Real Life*, where of 53 recruits at the Commando Training Centre at Lympstone, less than half made it through the pain barrier. "We never seek to humiliate them – this has no place in modern society," said Lt Col Nick Lindley. Some of the training sergeants were not so sure, maybe – but what the programme did show was the fact that this elite corps will only accept the best. And that those who make it through *know* they're the best. As the sergeant said: "It pays to be a winner, doesn't it?"

Navy News has lately followed this principle by pushing a succession of "work experience" candidates into the fast lane. They are passed on to us from local schools in the Portsmouth area. Most of them are more interested in a career in journalism than in the Navy, of which they usually have scant knowledge. That doesn't matter much, though – because the Navy is today's society in microcosm, with its own social services, doctors, caterers, hoteliers, accountants and so on. So that even within the narrow confines of the Naval Base we can usually find someone for them to interview on a topical issue, with the added benefit for us of a Naval slant.

Our latest candidate, Andrew Thomas (see page 7) put his whole project together, researching his subject, working out his own line of questioning and setting the result into the page in the space of just 24 hours – and when his tutor dropped by to check on his progress he wondered why a similar assignment in the school environment need be spread over days and weeks.

In today's world – in the Navy, in the media and pretty much anywhere else – you need to work fast and think on your feet to succeed. Today's young people know that very well. Put under the right sort of pressure, they quickly learn how to work hard. And to play hard – and why not?

EXTRA £200m TO COVER KOSOVO COSTS



● "We will ensure that we continue to improve the efficiency of defence" – Defence Secretary Geoff Hoon

THE FIRST planned real terms increase in the defence budget for over a decade was announced by Chancellor Gordon Brown – it will rise from £23 billion this year to almost £25 billion by 2003-04.

To help ease immediate strains on the budget caused by the Kosovo conflict, Mr Brown also agreed to give the Services an extra £200 million this year, taken from the reserve contin-

Defence budget set to rise by up to £2 billion

gency fund.

The settlement provides what the MOD needs to take forward implementation of the Strategic Defence Review, taking account of operational lessons learned and other priorities which have emerged since it was announced in 1998.

The MOD said it would ensure that the Armed Forces had the equipment and training they need to move quickly to crises.

Welcoming the announcement, Defence Secretary Geoffrey Hoon said: "The growth in the defence

budget is a vote of confidence by the Government in the quality and effectiveness of our Armed Forces.

"It shows that this Government is serious about defence. It is recognition of the important and magnificent work done by the Armed Forces in Kosovo, in Sierra Leone, in the Gulf, East Timor and elsewhere, helping people who cannot help themselves.

"The settlement also recognises that whilst the British Armed Forces have risen to every challenge, doing so has imposed strains and has exposed deficiencies. The

Government is serious about relieving those strains, and correcting those deficiencies. The new money will help to do that.

"We will also ensure that we continue to improve the efficiency of defence, freeing up resources wherever possible and disposing of assets – land, buildings, fighting equipment and stores – that we no longer need.

"We are not alone in that. All Government Departments are being asked to do the same. With an increasing Defence Budget, every penny of efficiency savings and from asset disposals can be used to improve defence capability."



Royal photo call at JARIC

CPO (Phot) Jon Garthwaite demonstrates the latest digital imagery equipment for the Duke of Kent, visiting the Joint Air Reconnaissance Centre at RAF Brampton to mark its 60th anniversary.

There are currently seven Naval personnel working as imagery analysts at JARIC – best remembered for its photographic interpretation success when based at Danesfield House, Medmenham in World War II, when it located the German V1 and V2 research sites at Peenemünde and helped with the planning and execution of the D Day landings.

Details emerge of ops in Africa

MORE DETAILS of the Royal Navy's activities in Sierra Leone have emerged with the return of the amphibious task group led by HMS Ocean.

Thousands of well-wishers turned out to welcome HMS Ocean, HMS Chatham, and the RFAs Fort George, Fort Austin, Sir Bedivere and Sir Tristram as they arrived back in Plymouth after their role in restoring order in the troubled West African country.

While HMS Ocean was in the spotlight, much of HMS Chatham's work remained hidden to protect operational security.

One of Chatham's main assets is her 4.5-inch Mark 8 gun which can provide rapid and accurate Naval Gunfire to support troops ashore.

Before sailing for Sierra Leone from Gibraltar she topped up with 4.5-inch shells and augmented her crew with men from 148 Battery Royal Artillery and Royal Marines and boats from 539 Assault Squadron.

The ship carried out intensive training in landing the Royal Marines by boat and providing co-

ordinated gunfire support ashore, using the wealth of knowledge provided by the RA.

On arrival in Sierra Leone it became clear that the shallow, shelving seabed would not allow the ship to get close to land and that she would have to sail up Sierra Leone River to extend the effective range of her gun.

The lack of navigational data made the task extremely difficult and HMS Chatham had to spend many nights working her way up river behind a small group of RN hydrographic surveyors.

Another task given to the ship required her to provide two four-



● The 800 Royal Marines from 42 Commando and their supporting arms line the deck of HMS Ocean as the ship returns to Devonport from operations off Sierra Leone.

man teams for shore patrols at 42 Commando's base at Mahara Beach, near Lunghi Airport.

Each team rotated between 48 hours in the field and 48 hours in HMS Ocean.

They worked alongside the Marines during the day and stood guard on the gate to the HQ during the night. Whilst on duty they established a good relationship

with the locals from Mahara who played them at football and sold them fish and fruit.

At the end of their mission, HMS Chatham's Commanding Officer, Capt George Zambellas, said: "It has been a successful and rewarding operation which has proved the speed at which the UK Armed Forces can react to changing situations around the world. My team were well-trained for this type of operation and provided excellent support to the amphibious group as well as the troops ashore."

Royal Irish take over training role

SOLDIERS from the Royal Irish Regiment are being flown out to Sierra Leone to provide infantry training for the country's own armed forces.

The troops, from Canterbury in Kent, will spend six weeks in Sierra Leone after taking over the training mission which has been conducted by the Royal Anglian Regiment.

Defence Secretary Geoff Hoon has also announced that Britain is supplying the Sierra Leonean Army with personal equipment such as boots and ponchos, a further 5 million rounds of 7.62 ammunition and 4,000 rounds of 81mm mortar ammunition.



● Helicopter carrier HMS Ocean in company with the frigate HMS Chatham

Happy landing for Ocean's airmen

MORE THAN 100 airmen from RN Air Station Yeovilton were reunited with loved ones when HMS Ocean returned from Sierra Leone.

Four Sea King helicopters, 13 officers and 86 men from 846 Naval Air Squadron, together with two Lynx and two Gazelle helicopters and 13 staff from 847 Naval Air Squadron, took part in Operation Palliser.

Whilst in theatre the aircraft were used to provide light helicopter support to the Joint Task Group Commander, Brigadier David Richards, which included reconnaissance, troop and VIP moves, and observation.

In addition, they delivered internal and underslung stores and conducted armed aviation patrols.

Pictured (right) is C/Sgt Mark Burgess from 847 Naval Air Squadron who was welcomed back to his Somerset home by his wife Lauretta and sons Joe (10) Tom (9) and Jack (7).



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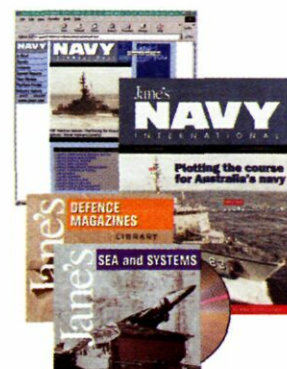
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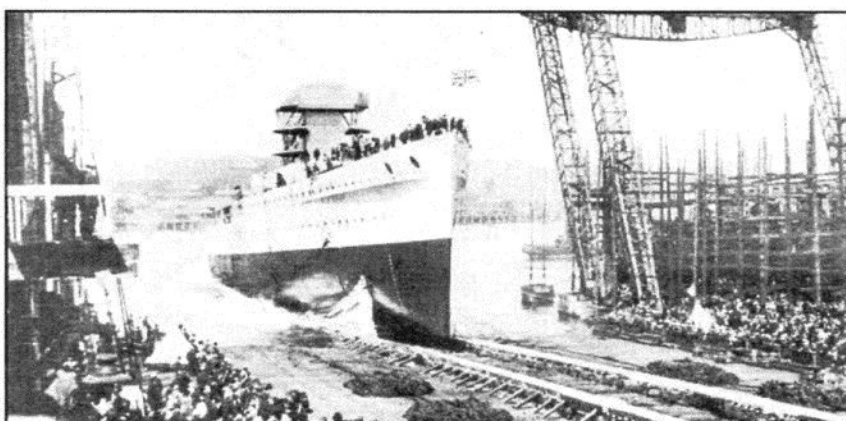
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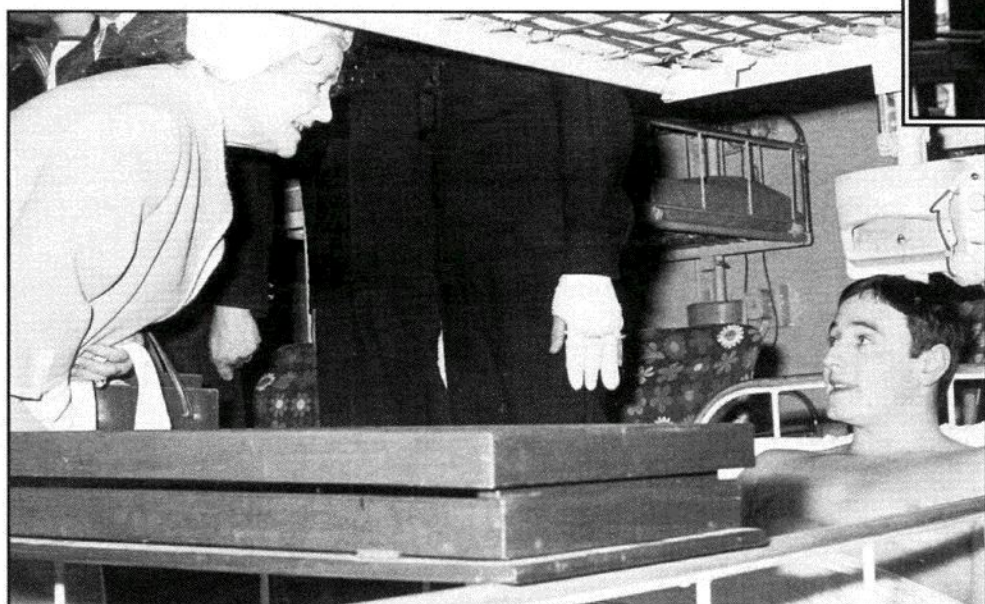


1928 The cruiser HMS York is launched by The Duchess of York at Palmer's Yard on the Tyne.



1968 Above: At HMS Collingwood to present the battle ensign worn by the battleship HMS Collingwood at Jutland in 1916. Her husband-to-be, S/Lt The Prince Albert, had helped to man 'A' turret during the action, and the officer-in-charge later presented the ensign to them as a wedding present.

1978 Below: Last visit to the carrier HMS Ark Royal, which she launched in 1950



1975 Commiserations for ME Steve Mitchell, recovering from an injured leg in the Sick Bay of HMS Ark Royal

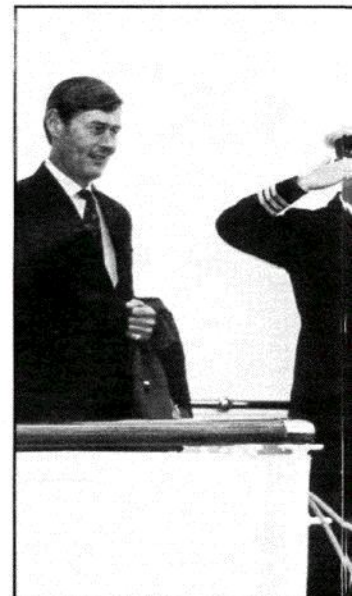


1977 Above: At the recommissioning ceremony she launched in 1966

1996 Below: Taking leave of



1994 The newly-appointed Commandant-in-Chief for Women in the Royal Navy visits the Invincible-class carrier HMS Ark Royal, which she launched in 1981.



URNS, MA'AM!

THE 'Queen Mum', as she is affectionately known by most of us (in Royal circles she is styled 'Queen Elizabeth') surely deserves the appellation 'The Sailor's Queen' as much as her father-in-law did 'The Sailor King'.

George V was for many years a serving Naval officer – and the Queen Mother can justly claim to be the matriarch of a genuine Naval family.

Her husband also wore a blue suit on active service. At the Battle of Jutland he served in the battleship HMS Collingwood – and 20 years later, when the abdication of his brother Edward VIII left him to take over as George VI, he famously remarked: "I'm only a Naval officer".

Well, maybe his Naval training helped him to carry the onerous duty so suddenly thrust upon him, which he did with diligence and dignity through our darkest hour.

Meanwhile, through all of World War II Queen Elizabeth's future son-in-law Prince Philip was a serving Naval officer – and she was to see her grandchildren follow in the same tradition. Prince Charles joined in 1971 – and he will ever be associated with his command, the minesweeper HMS Bronington, now preserved at Manchester.

Prince Andrew followed in 1979, seeing service as a helicopter pilot in the Falklands War (he is still a serving Naval officer). Prince Edward did a stint in the Royal Marines. And Princess Anne, herself married to a Naval officer, keeps a high profile in her role as Chief Commandant for Women in the Royal Navy.

The Queen Mother has had close connections with five HM ships. The first was the cruiser HMS York, which she launched as Duchess of York at Palmer's Yard on the Tyne on July 17, 1928. On March 21, 1941 HMS York was struck by an Italian explosive motor boat and beached at Suda Bay. She was further damaged by air attack and abandoned a couple of months later.

In 1938 the battleship HMS Anson was renamed HMS Duke of York to mark the Naval Service of the King. Built on Clydebank by John Brown & Co, she was a sister ship of HMS King George V and HMS Prince of Wales and in August 1945 wore the Flag of the C-in-C British Pacific Fleet, Admiral Sir Bruce Fraser when she arrived in Tokyo Bay.

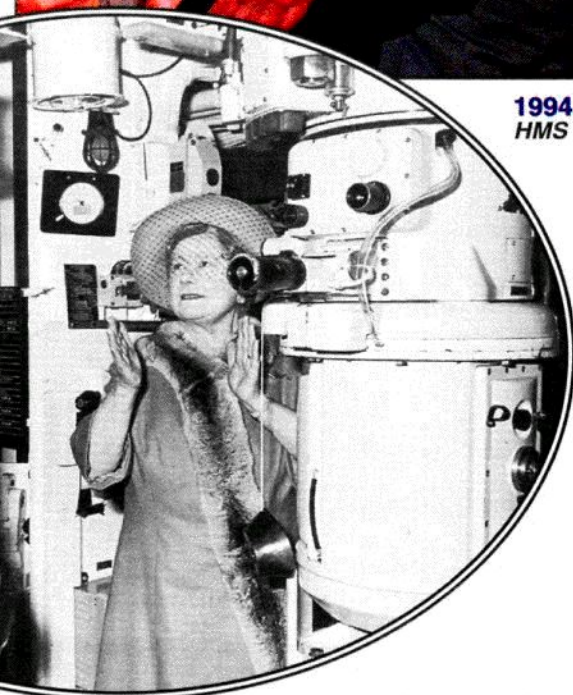
HMS Ark Royal, which Queen Elizabeth launched in 1950, was perhaps the most famous of all post-war units of the Fleet. The carrier was the star vehicle for the BBC series 'Sailor' – still the yardstick by which all RN TV documentaries are measured.

She launched her successor, the third Invincible-class carrier, in 1981 – and has kept in close touch ever since. The Queen Mother was also sponsor of HMS Resolution, the first of the Polaris submarines which helped provide the UK's strategic deterrent for 27 years.

To mark her 100th birthday, we have trawled through our archives to produce these pictures as *Navy News'* tribute to 'The Sailor's Queen'. Many happy returns, Ma'am!



1994 With Normandy veterans at the 50th anniversary of D-Day celebration at HMS Excellent, Whale Island, Portsmouth



Commissioning of HMS Resolution, the Polaris subma-

HMY Britannia



1992 With the Navy Board, invited to lunch at Admiralty House. Pictured with her, left to right, are Admiral Sir Michael Livesay, Second Sea Lord; Admiral Sir Julian Oswald, First Sea Lord; Vice-Admiral Sir Kenneth Eaton, Controller of the Navy; Rear Admiral Peter Abbot, Assistant Chief of Naval Staff; Vice-Admiral Sir Neville Purvis, Chief of Fleet Support; Admiral Sir Jock Slater, Commander-in-Chief Fleet; and Admiral Sir John Kerr, C-in-C Naval Home Command. Lone civilian in the centre is Mr James Stewart, Second Permanent Under Secretary of State.



At Your Leisure



RMS LUSITANIA: THE FLOATING POWDER KEG

BRITISH propaganda efforts went into overdrive following the torpedoing of the RMS Lusitania in May 1915, caricatures of an evil Kaiser lowering above piles of drowned infants being a favourite theme.

The German response, shown here, portrays the Lusitania as a floating crate of munitions expecting rights to steam through a war zone with impunity because it had American passengers on board.

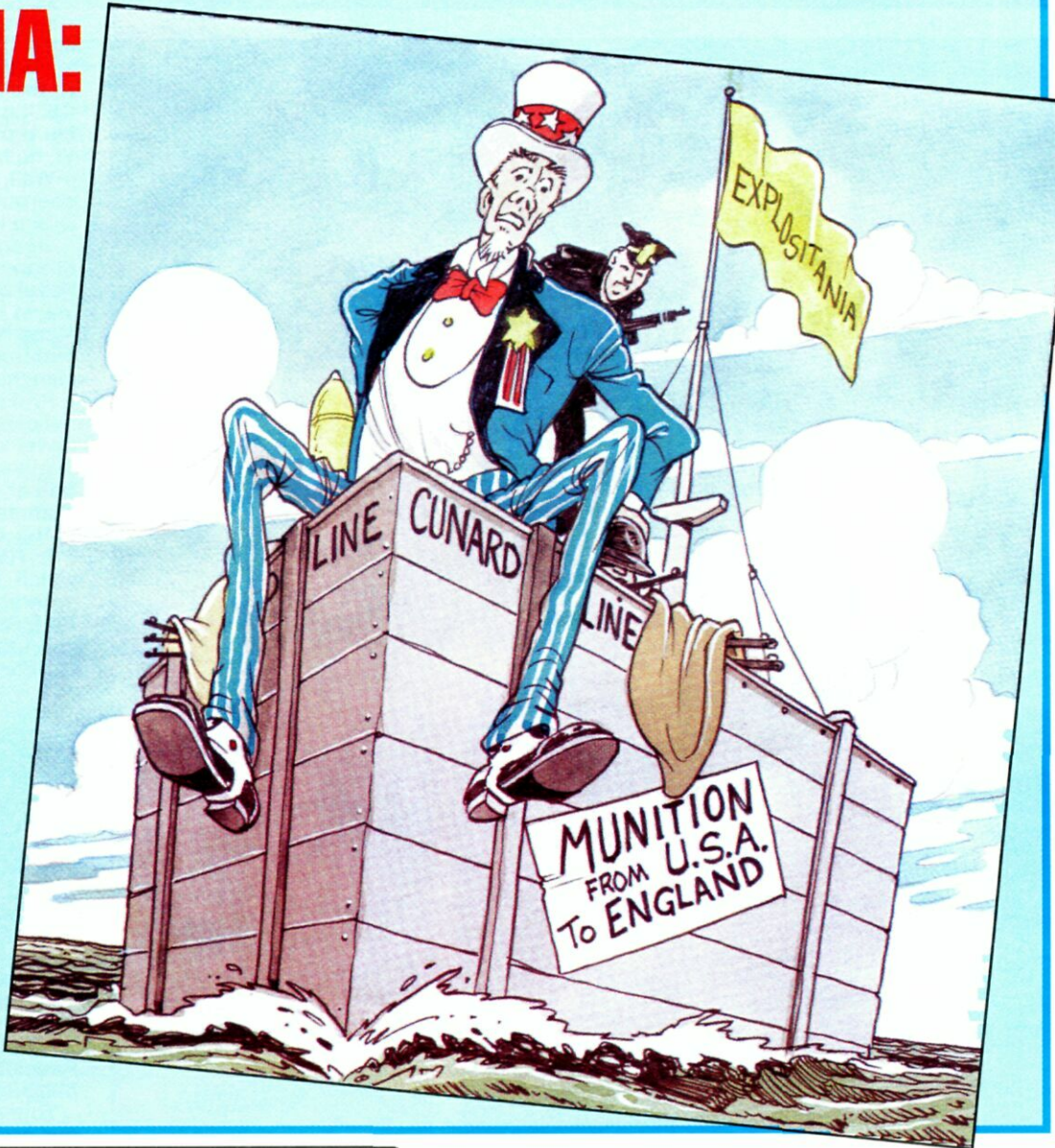
In *The Lusitania - Unravelling the Mysteries* (Spellmount £20) Patrick O'Sullivan reveals that the Admiralty failed to take steps to safeguard the liner by giving her an escort despite the fact that they knew she was converging on a course with the U-20.

He argues that to deflect public attention from their ineptitude, Churchill scapegoated her master, Capt William Turner, by rigging the evidence for a sham trial.

He also presents a compelling scientific explanation for the second, mystery explosion that almost certainly caused the liner to sink so swiftly with such appallingly tragic results - some 1,198 dead, including 94 children and 140 neutral American citizens.

It was, he concludes, caused by the ignition of a cargo of aluminium powder, used for manufacturing nitrate-based explosives for shells, grenades and various bombs, which had been disturbed by the torpedo blast.

To fend off ruinous insurance claims, Cunard reinstated and promoted Turner - who went on to earn the unique distinction of having a second great liner torpedoed from under him and surviving that incident, too. This was another Cunarder, the *Ivernia*, sunk off Cape Matapan on New Year's Day, 1917.



New guides to tracing your family history

EVERY year the Imperial War Museum receives thousands of enquiries from people seeking details of family members' careers in the Services - as does Navy News.

Often it can help, either by providing information from its own resources or by advising the enquirer of the best place to approach.

Based on the expertise the Museum has built up, it has now produced a series of booklets giving guidance to family historians on sources of information which may help them piece together ancestors' careers and experiences.

They carry details of Service, medal and casualty records and where to find them. They also explain where to find background material about campaigns, ships, places and events.

Tracing Your Family History: Royal Navy is complemented by companion volumes for the Merchant Navy, Army and RAF, each available at £5.50 (£20 for the full set) from the Museum Shop or by contacting the Department of Printed Books on 020 7416 5348.

THE STRAITS OF WAR Gallipoli Remembered

INTRODUCTION BY SIR MARTIN GILBERT



THE STRAITS OF WAR Gallipoli Remembered

INTRODUCTION BY SIR MARTIN GILBERT

Since 1917 a Gallipoli memorial service has been held at Holy Trinity Church, Eltham, and since 1985 this has been preceded by a lecture, organised by the Gallipoli Memorial Lecture Trust. The lectures commemorate the valour and analyse the lessons of the Dardanelles campaign of 1915-16. Published to mark the final lecture in the series, this unique, illustrated volume represents an attempt to remember those who died at Gallipoli on both sides, in a way which draws lessons for the world in the new millennium.

Lecturers include General Sir Hugh Beach, The Rt Hon. Sir Edward Heath, H.R.H. The Duke of Edinburgh, The Rt Revd and Rt Hon. Lord Runcie, The Rt Hon. J Enoch Powell, Admiral of the Fleet Sir Julian Oswald, Professor Sir Michael Howard and Professor Jean-Charles Joffret.

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ScreenScene

— by Bob Baker

Why Korea was forgotten by UK film makers

THE KOREAN War, which flared up 50 years ago this summer, has been remembered in recent issues of *Navy News*. Movie-wise, it's a thought-provoking exercise to compare the "war records" of Britain and the USA.

While the fighting was in progress (1950-53) not a single British film went near the subject. Hollywood, on the other hand, turned out maybe two dozen features dealing with the conflict - titles like *Fixed Bayonets!* and *Retreat - Hell!*, the exclamation marks an indication of their aggressive, tabloid-style approach.

Wherefore this American stridency and British reticence? In the USA the early fifties was the time of the McCarthy witch-hunts, when a super-patriotic stance was a pre-requisite for professional survival. In that context the likes of *A Yank in Korea* and *The Glory Brigade* relate more to domestic politics than to foreign affairs.

As regards Britain, film producers are generally a calculating, unsentimental lot and if they didn't give the public a Korea movie, the assumption must be that they feared the public would not pay

to see one.

It would certainly have registered with the moguls that the principle behind Britain's involvement in the conflict, together with the front-line deployment of teenage National Servicemen, were issues over which the country at large was deeply divided. In the event, it wasn't until 1956 that *A Hill in Korea* finally presented a UK take on the war.

Shot on passably authentic-looking locations in Spain, it's a "lost patrol" story, with some rugged combat scenes and with much dramatic mileage extracted from the tensions within the unit, especially those between regulars and the conscripts.

It's still an exceptionally interesting film, with a fine cast which even features a very young Michael Caine. It was released on video a few years back and surfaces on TV from time to time.

We are unlikely to find a current movie about Korea any time soon. More characteristic of recent releases is *Supernova*, in which a hospital ship patrolling the left hand corner of the galaxy picks up an SOS and rescues a young man claiming to be a marooned salvage engineer.

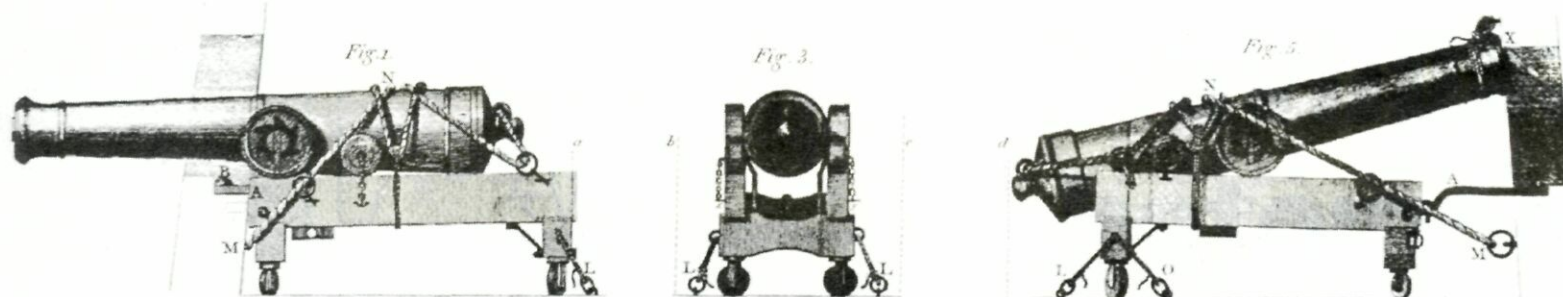
Anyone so friendly is obviously deeply dangerous, and it quickly becomes clear that nine-tenths of the cast might as well have signs reading "Dead Meat" hung around their necks.

In fact, to get full value from the video of this picture, it might be worth stopping it 20 minutes in, and making book on the order of the characters' various gruesome exits: the wacky computer engineer, the grizzled captain, the space bimbo who keeps taking her top off... two to one on the ship's surgeon surviving? The special effects are okay without being ostentatious, but it remains the case that no matter how high the tech, these plotlines always seem to come down to two blokes thumping one another with blunt instruments.

Sweet and Lowdown is Woody Allen's biography of "the second greatest jazz guitarist in the world", one Emmet Ray. He never existed, of course, though Sean Penn almost convinces us otherwise, while British actress Samantha Morton is affecting as Emmet's main lady. It all seems slightly pointless and lacking in resolution: the film doesn't so much end as shudder to a halt. Worth a look, though, partly for the acting but mainly for the sake of some truly wonderful music.



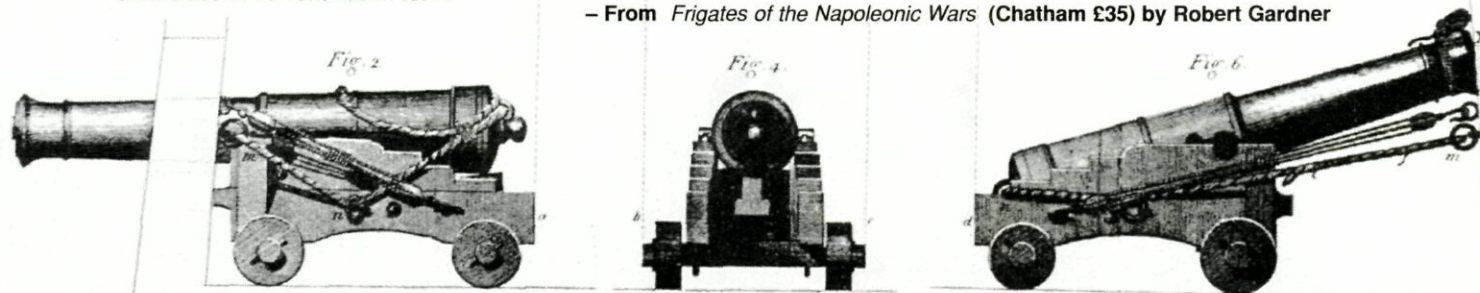
At Your Leisure



□ Sir William Congreve, best known as the inventor of the naval rocket, was almost as prolific in the promotion of his ideas as he was in the production of the inventions in the first place. A great pamphleteer, he published a short treatise on his innovative notions of naval gun mountings in 1811. This is one of the plates from it, contrasting a conventional truck carriage for a 24pdr (below) with his proposal for a traversing bed over which the gun would recoil on trucks attached to the trunnions.

There is no evidence that the Admiralty took up the concept for long guns, but Congreve went on to advocate casting guns with a loop like carronades, and also illustrated a short, if conventional form of 24pdr. The Congreve recoil principle was tested on carronades, and when he was allowed to proceed with lightweight 24pdrs, these were cast with loops, although they were also close to carronades in form.

— From *Frigates of the Napoleonic Wars* (Chatham £35) by Robert Gardner



L'Entente made simple

RAPID growth of joint activities between the French, British and US armed forces has prompted Philippe Le Lay, of Toulon, to edit a new book translating their respective terms and jargon.

His Joint Military French-English/American Thematic Dictionary contains more than 25,000 synonyms, acronyms and other expressions, including terminology specific to NATO.

He mobilised over 100 military and civilian specialists to help in preparing the work, welcomed by no less than the President of France, Jacques Chirac, "for its contribution to allied understanding".

"Un homme a la mer!" is eqsy enough, but did you know, for instance that "Dead slow!" translates as "Le plus doucement possible!"? Or that "Stern thrust full to starboard!" is "Propulseur arriere, à droite toute!"?

Essential stuff, n'est-ce pas?

□ Available from Philippe Le Lay, 461 Avenue de la Victoire, 83000 Toulon, France at £25 inc pp.

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In fact the model of HMS Majestic, the original being launched at Deptford in 1785, is only 19 inches long...

Philip Reed reveals the techniques employed in its construction — he used the original draughts kept by the National Maritime Museum — in *Modelling Sailing Men-of-War* (Chatham £20).



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Drafty: Warfare and Operations



Cash incentive to get promoted

The Warfare Branch has never seen such good opportunities for promotion. The Branch is currently undermanned by 10 per cent (800 personnel) even though the recruiting situation has improved markedly.

The training pipelines in both HMS Dryad and HMS Collingwood are bursting at the seams but the "black hole" of people available to us, caused by the low recruiting figures of previous years, has moved up through the respective sub-branches. This means that there is an acute shortage of Leading Hands.

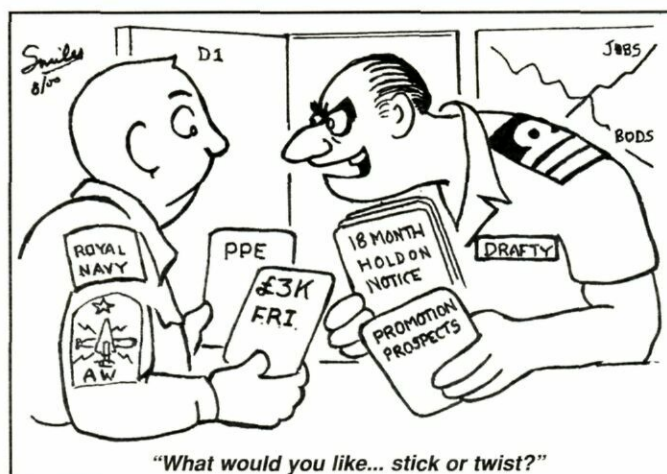
1 Rate/ Category	2 Jobs in 2000	3 Jobs in 2001	4 Qualified people	5 Difference 2001
LOM(AWW)	133	167	133	-34
LOM(AWT)	111	139	94	-45
OM1(AW)	814	842	589	-253
LOM(UW)	111	149	76	-73
OM1(UW)	341	335	241	-94
LOM(EW)	81	103	68	-35
OM1(EW)	225	213	125	-88
LOM(MW)	42	51	35	-16
OM1(MW)	176	176	125	-51
LOM(C)	146	228	113	-115
OM(C)1	692	699	485	-214

The single biggest problem facing D1 Drafters is quite simply the ability to provide sufficient numbers of suitably qualified people to meet the operational requirement at the right time.

The shortfall is most keenly felt at OM1/LOM levels and, to a greater or lesser degree it affects all specialisations.

The table on the left shows the numbers of jobs that we have to fill this year (Column 2) and next year (Column 3). Column 4 shows the qualified people available now to fill those jobs. Finally Column 5 indicates the projected shortfall of individual people for each specialisation in 2001.

As you can see there are significant shortfalls this year. With a



general increase in requirement next year to meet the growth of Warfare Branch the need for more OM1s and LOMs is clearly illustrated.

What can we in the Naval Drafting Directorate do to relieve this shortfall and the gapping problem this causes? To be honest very little!

What can you do? A great deal and, at the same time help yourself financially and domestically. Go for promotion – the way ahead is open. The table below left shows what promotion means in terms of hard cash.

A Financial Retention Incentive (FRI) is being introduced as an additional incentive for you to gain that qualification for Leading Hand.

On September 1 all Warfare Department Leading Hands and Able Rates qualified for Leading Hand (i.e. PPE) will be offered the sum of £3000 (taxable) if they elect to not put their notice in for a period of 18 months.

This incentive will roll forward to cover those OM1/ABs who become qualified over the following 18 months – payable on the day you pass your PPE.

You will be aware that the services are making real moves into the area of "learning for life" by gaining civilian recognition and accreditation for the skills and qualifications you gain during your Royal Naval service through NVQs.

It follows, therefore, that advancement (and the NVQs gained from it) can only be beneficial when it comes to that second career on leaving the Royal Navy.

A final word to those of you in the source branches – all of the above applies to you.

Contrary to what some of you still believe, vacancies for promotion still exist and only require you to gain that PPE.

Leave the rest (arranging Career courses and Leadership courses) to us!

July's Drafty contained the misleading information that the Defence Communication Services Agency (DCSA) HQ was moving to Forest Moor in Yorkshire. This is not correct. DCSA is and will remain in Corsham, Wiltshire, but there will continue to be opportunities for WEMs and communicators to serve at Forest Moor. CND apologises for the error.

Situations vacant

VOLUNTEERS are sought for the following jobs:

AEM Shore billet at BRNC Dartmouth. Security duties, required Jan for 6-12 months.

LME or **LME(L)** A Sea billet for SNONI, Northern Ireland. Required Feb for nine months.

LME(M), an **LME** or **LME(L)** and an **MEM1** (for non-MEMOC duties). Three sea billets in HMS Ark Royal, refitting Rosyth then Portsmouth. Required Feb for 30 months.

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Office Manager, CPOWWTR Morgan 2497

Admin Asstnt, Mrs A Simpson 2497

Drafting Officer (R) (M) (AW) (AWW) (AWT), Lt Cdr Palmer 2457

All above rates POWWTR E Jordan 2459

OM(AW)1 and OM(AW)2 LWWTR J Stocks 2450.

LOM(AWT) (AWW) M, R, J/Rs LWTR D Chattaway 2450

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S, Sea, D, EW, SR, UW, MW, all S/Rs POWWTR A Schofield 2151

EW, SEA, SR, J/Rs, Wtr G Thornton 2441

UW, D, MW, SEA, SR J/Rs LWtr M Ibbotson 2441

Drafting Officer OM(C), CT, TEL, RO, WEM ROII RF Villier 2452.

Comms and CT all rates POWWTR M Penfold 2496

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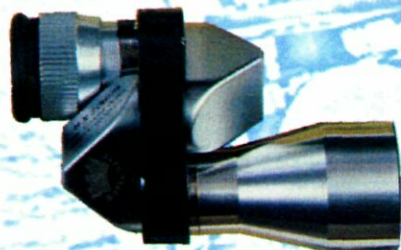
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As part of our occasional series on the Malaya Emergency of 50 years ago, Mike Gray takes a look at how RN sailors coped with unusual tasks and erratic transport . . .

Trains hit by bandit action

LEAVE arrangements for sailors involved in the Malaya Emergency could turn out to be just as testing as operations, as Mr W. Gray of Middlesex can verify.

In August, 1951, Mr Gray's ship, HMS Unicorn, was refitting in Singapore, and he was allowed seven days station leave.

"Myself and four other of my messmates from the Communications Branch had arranged to stay at the RAF Leave Centre in Penang," said Mr Gray.

"We went on leave dressed in No 8s and each of us was armed with a .303 rifle and a full magazine of bullets.

"We joined the train at Johore Bahru, just across the Causeway, changing trains at Kuala Lumpur. The journey to Penang took 24 hours."

The outward journey was fine, but their return took a little more stamina.

The train stopped several times between Butterworth and Kuala Lumpur, which meant the five sailors missed their connection.

In any case, an earlier train had been derailed by terrorists, closing the track for at least a day.

An Army truck took the sailors, with a group of soldiers, to an Army camp outside Kuala Lumpur for the night, and they were driven back next day to catch another train.

"We arrived back in Johore Bahru three days after leaving Penang, and reported to the RTO there as we were adrift from leave," Mr Gray said.

The next seven days of station leave, in 1952, were entrusted to the RAF.

"I flew in an RAF Valetta aircraft from RAF Changi," he said.

"The aircraft had rear-facing seats, and on take-off from Changi we had to wear life-jackets as our initial departure was over the sea.

"We landed at Kuala Lumpur, Ipoh and Butterworth for Penang Island, and I was the only RN person on the flight in both directions."



SAS were sad to see 'their' squadron leave

DEREK Bache served with 22 SAS Regiment in the 1950s, often hitching a lift with 848 Naval Air Squadron helicopters.

"I do remember when the 848s were taken out of operation," Derek said.

"The regiment was very upset at losing them."

Derek recalls that dozens of casualties among his colleagues were airlifted to safety from their jungle outpost by Navy pilots.

● All out: Gurkhas leave a helicopter of 848 NAS in Malaya.

Stoker wounded — by a ventilation fan

THE FEAR of attack by bandits was far more frequently experienced than the reality by most sailors — but that didn't necessarily mean there was no bloodshed.

Ray Young was in HMS Newcastle when she was in Singapore in August 1954 for refit, and he had moved into HMS Terror, which allowed the opportunity for station leave.

Some sailors volunteered for jungle patrols, looking for bandits, while others, including Mr Young, opted for Service Rest Camp at Penang.

In preparation for the journey — completed in two legs, a night train to Kuala Lumpur and a day train thereafter — they were each given a Lee Enfield .303 rifle and one clip of five rounds.

"No bandolier for us!" recalls Mr Young.

"While we waited for the train, the older matelots present enjoyed relating stories of things 'the bandits got up to', being especially graphic about what would happen if you were captured.

"We set out on that 24-hour train journey with more than a little trepidation."

They arrived safely, but all too soon had the return journey to face, with a night train to Kuala Lumpur for the first leg.

"We had not been on our way more than about half an hour when a great shout went up in our compartment — bandits, we thought, and grabbed for our rifles.

"It was a false alarm. A stoker, I think it was, had been swinging himself into the top bunk when his head came into contact with the unprotected blade of an overhead fan.

"The gash was quite serious, so a doctor was summoned to the train at the next station.

"Maybe he knew something we didn't, because he refused to board the train, but instead was happy to lend his 'doctor's bag' to SBA(D) John Griffiths, who fortunately for the wounded stoker had also been on

leave with us.

"John did a first-rate job of sewing up the gashed head, in the bad light of a wildly-swaying train carriage with only one suture needle available — and not the right one!"

The bag was dropped off at the next station down the line, and the sailors got their heads down, clutching their rifles, blissfully unaware that the small armoured car which preceded the train reportedly came under automatic fire during the night.

During the same refit the Singapore Dockyard Fire and Ambulance Service went on strike, and the Duty Watch from HMS Newcastle was detailed to take over these services.

"The ambulance did receive one call during our shift," recalls Mr Young.

"Luckily it was not too urgent a case, as the fastest they could get the ambulance to go was ten to 15mph.

"Apparently the advance and retard lever had been moved to retard, hence the lack of power.

"The excuse made by the Navy crew was that it had been sabotaged by the striking crew to discredit the 'blacklegs'. Not proven!"

● HMS Newcastle in dry dock during her refit in Singapore in 1954.



● Two colleagues of Mr Young check out the ambulance at Singapore Dockyard.



Workshop in the jungle

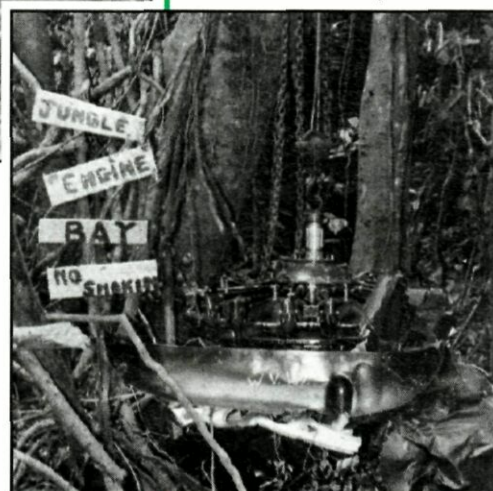
IF IT came down in the jungle, what better place to work on it?

These pictures were sent in by Mr R.F. Charles, an ex-CCY, who was drafted as a leading signaller to HMS Sembawang (RNAS Sembawang) in 1955, and was there until the station closed in 1957.

Mr Charles identifies the snaps as being one of the S55s and (right) a

part of WV195 of 848 Naval Air Squadron in a workshop in the jungle (or ulu, as it was known to the locals), although he has no details of date or what exactly happened — the pictures were given to him by LPHOT Thompson.

Along with the helicopters, 656 AOP Flight also operated from Sembawang, flying Austers.



Sailors help Air Corps

JOINTERY is not a modern concept, as Paddy Knight will attest.

Mr Knight, one of the first Fleet Air Arm ratings to pass through HMS Ganges, served in Malaya servicing aircraft for the Army — "it confused the hell out of the military police," he recalled.

Having completed his training, Mr Knight went to Cudrore and 759 Naval Air Squadron, which operated Gannets, but that disbanded after a year and Mr Knight sought some action.

He volunteered to join a balloon

section in the Christmas Islands, but that was cancelled at the last moment.

So he and some Navy colleagues stepped in to help the fledgling Army Air Corps, which needed groundcrew technicians.

"We were sent to the REME depot at Arborfield, issued with tropical gear, got a bit of leave and were then flown to Singapore in autumn 1959," he said.

Mr Knight and a colleague, 'Smokey' Humphries, were sent to 14 Flight at Pario Camp, Seremban, the headquarters of 17 Gurkha Division — and they learned a great deal more than they might have expected when they first signed up for the Navy.

"During the two years we were

taught a variety of military skills, including radio operation, map-reading, firing British and American weapons, river crossing for vehicles without bridges or boats, even landing aircraft on airstrips in emergencies — all good fun," Mr Knight said.

He returned to the region later with 820 NAS from HMS Eagle, where the skills he had learned were put to good use in a training exercise up-country.

One regret he has is that the Army ran low of blue berets — "I think they still owe us ours," said Mr Knight, who ended up completing the tri-Service picture by servicing Tucano aircraft at RAF Shawbury.

Death and surrender

AMONG the mementoes of the Malayan Emergency in the possession of Mr K. Jones of Epsom, Surrey, are photos of RNAS Sembawang, snaps of the bodies of bandits being airlifted from the jungle, safe conduct leaflets, and the air station's daily orders from Christmas Day, 1952.

Festive cheer is not overdone. The orders do have sprigs of holly printed on them, with a line saying "A merry Christmas to all hands."

But apart from the carol ser-

vice and a "comic rugger match" at 1015, the highlight appears to be at 1145, with the "issue of Lord Beaverbrook's gift of beer, cigarettes and chocolate to men living in."

The safe conduct passes, in five or six languages, declare that "the bearer of this pass wishes to surrender."

"He is to be given good treatment, food, cigarettes and medical attention if required."

"He is to be taken as soon as possible to the nearest senior police officer."

GRAFTON'S LIVING LINK WITH HER

WW1 NAMESAKE



● 100-year-old Fred Bunday, a veteran of World War I cruiser HMS Grafton, finds an avid fan from among the ship's company of the present Grafton during a garden party at which he was guest of honour.

Picture: LA(PHOT) Gaz Armes

WHEN TYPE 23 frigate HMS Grafton arrived in Ipswich to receive the Freedom of the Borough, the ship's company came face to face with probably the last surviving sailor who had served on board the cruiser of the same name in World War I.

Fred Bunday, who celebrated his 100th birthday this year, was guest of honour at a garden party thrown by Ipswich branch for the visiting ship's company.

It was held at the home of the branch's vice chairman, Shipmate Peter Thompson – the centrepiece of the celebrations being a cake made by Peter's wife, Betty, which marked the granting of the Freedom to the ship as well as the 48th anniversary of the branch which fell on the same day.

The party, which included a free beer tent and a

four-course afternoon tea, raised £450 for HMS Grafton's charities, through sideshows, competitions and a grand draw.

During the separate Freedom ceremony, members of Ipswich branch formed part of the parade, marching with the ship's company to the Town Hall.

Other joint events included a squash competition between the branch and sailors, as well as an aerobics session and a weight competition organised by Grafton's PT instructors.

Before the ship left, members of the branch were invited to visit her, and the vice chairman presented a 3D picture of the frigate to her Commanding Officer, Cdr Bob Sanguinetti.

The ship's 1 Mess presented an empty 4.5in shell case to the branch. It was received by Shipmate Wally Thompson, a former gunnery instructor. Cdr Sanguinetti presented a bouquet to Mrs Betty Thompson in appreciation of the garden party.

Around the Branches

Doha

HMS Monmouth hosted a ceremony for the dedication of the branch standard during the frigate's visit to the Qatari port. The service, conducted by the branch chaplain, Dr Ian Young, Archdeacon in Cyprus and the Gulf, took place under an awning on the ship's flight deck in a temperature of 38C.

The congregation of more than 60 included branch family members, members of the ship's company and representatives of the European Community.

Last Post and Reveille were sounded by OM(C) Jimmy Sewell,

relying on his training as a Sea Cadet. Ceremonial Sunset followed, with a guard of honour provided by the ship's company.

The British Defence Attache to Qatar, Wing Cdr Phil Keating, made his residence available for the celebration supper.

The branch, under the chairmanship of Shipmate Mike Bell – whose home is in Monmouthshire – have now requested affiliation with HMS Monmouth.

Bradford

During a trip to Liverpool, members visited the historic warships HMS Plymouth and HMS Onyx at Birkenhead. They also met up with members of Atherston White Ensign Association and spent an entertaining evening with them at Liverpool RNA Club.

Birkenhead

As a prelude to stronger links, an exchange of plaques has taken place between Birkenhead and Johannesburg branches.

Shipmates Ron Hill and Fred Jones exchanged plaques with the life president of Birkenhead branch, Cdr Ian Fraser VC, the chairman, Shipmate Tom Patterson, and secretary, Shipmate Gary Wilson.

Ron is an honorary member of Johannesburg branch and will be conveying Birkenhead's best wishes when he visits his daughter in South Africa at Christmas.

Deal & Walmer

Members, including standard bearer Shipmate Elaine Harwood, attended a concert by the Royal Marines Band Portsmouth at Deal.

The branch was also well represented at the Dover Patrol parade where a wreath was laid on behalf

of the branch.

Those who wish to attend the branch's annual dinner should contact Shipmate Malcolm Jarrett, 11 Delane Road, Deal, Kent.

The branch meets at the Landmark Centre on the first Thursday of each month, and holds a social evening there each Friday.

New recruits should call 01304 368770



JUTLAND veteran Albert Flint was celebrating his 100th birthday as Navy News went to press.

Albert, a member of New South Wales branch, joined the Royal Navy in 1913 from the training ship Arethusa. He went to HMS Ganges to train as a signalman.

During World War I he joined HMS Indomitable, one of the battlecruisers which proved very vulnerable during the Battle of Jutland in 1916 – three of the British ships of the type were sunk with great loss of life.

In 1925-31, Albert was on loan to the Royal Australian Navy as a leading signalman, being discharged in Sydney where he has lived ever since.



OUR PRIZE of £30 for identifying the aircraft carrier HMS Eagle (1946-78), as well as giving her original name of Audacious, was won by Mr J. K. Roberts of Wrexham, whose answer was picked at random.

For the identity of this ship, another £30 is offered. A clue: she had the bearing of a big cat – but which one?

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is September 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our October edition. The competition is not open to Navy News employees or their families.

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In Brief

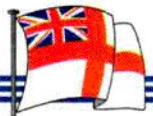
ST AUSTELL branch held a gala dinner to mark its 50th anniversary. More than 100 shipmates, wives and guests attended.

SECRETARY of Redruth & Camborne, Shipmate Jim Watkins, is recovering from a knee replacement operation.

STANDARDS and shipmates are invited to the dedication of Dorchester's ceremonial standard on October 8. Contact Shipmate Roy Dean, 34 Yalbury Lane, Crossways, Dorchester, DT2 8XR (01305 853442).

UXBRIDGE standard was paraded at the Tower of London before a church service in the Royal Chapel. A reception followed at the Yeoman Warders Club.

COLCHESTER branch celebrated its golden jubilee with a dinner dance. Toasts were proposed by the vice president, Shipmate Bill Barker, a member for 46 years.



Navy chief proposes liaison officer links with RNA

THE SECOND Sea Lord, Vice Admiral Peter Spencer, has pledged to do all he can to help the RNA – including an initiative to have liaison officers earmarked on a voluntary basis in ships and units.

Speaking to delegates at the Association's annual conference, Admiral Spencer said he was very aware of the concern felt about the RNA's declining membership, due largely to the number of shipmates 'crossing the bar'.

"You are doing better than I am," he said. "You have more branches than I have ships and establishments; nev-

ertheless, I am going to do all I can to help the RNA."

He said his staff had written to all commanding officers asking each of them to seek out a volunteer to act as a liaison officer with an RNA branch close to their affiliated town or city.

He was also providing £20,000 to have letters sent to all Naval pensioners commending the advantages of the Association.

Admiral Spencer told delegates that his ultimate aim was to forge closer links between the serving Navy and the RNA, and asked them in return to assist, if they could, those leaving – or who have left – the Service. If they

could help with the networking that went with finding a job, all the better, as that would spread the word and do a lot of good for the Association.

The Admiral praised the work of the RNA, and the care it showed for the less needy. He also paid tribute to the Association's President, Vice Admiral Sir Roy Newman, who, he said, as Flag Officer Plymouth had set up a wonderful way of organising Naval bases, ending what was known as the 'dock-yard run-around'.

The one-stop support system he introduced was still in place and was widely hailed as one of the best of its kind.

On the subject of the serving Navy, Admiral Spencer said there was a present shortfall of 1,300 on trained strength which currently stood at 40,000-plus. To redress the balance by 2002 meant recruiting each year about 430 officers, 3,100 ratings and 1,300 Royal Marines, including Band Service personnel.

He said: "It does not matter how good the ships are or how well they are commanded. None of it is much good unless we have the right people with the right skills in the right place, prepared if necessary to put their lives on the line."

He said the Navy was learning to do

business in a different way, and that the Defence Logistics Organisation had combined the support arms of the three Services to improve back-up to front-line operations.

While praising the professionalism of those who served in such places as Sierra Leone, he spoke of the added pressure on personnel, especially on ratings, many of whom had minimum time ashore between sea drafts.

The pressure on families was also great, and was the reason why many who loved the Navy were forced to leave. Steps had been taken to ease that pressure, but more needed to be done.

Conference 2000 report by Shipmate Joan Kelly

THIS SHOULD BE OUR YEAR OF CHANGE – President

THE RNA SHOULD mark 2000 as a year of change, the National President, Vice Admiral Sir Roy Newman, told delegates at the Association's annual conference at the Pavilion Theatre, Weymouth.

He said the trick in re-organisation was to cull those activities that were outworn and hang on to those at the centre of purpose – and he reminded members of the advice given by John Harvey-Jones, the former chairman of ICI and a TV personality:

"You are either changing and growing, or standing still and dying."

As a self-examination to see how improvements could be made and new ideas absorbed, he suggested that each branch set aside one meeting a year to look carefully at how they were carrying out the aims of the Association's Charter.

"Each year we should look to see how a new idea can be absorbed – a new event in a branch's social calendar, perhaps, or maybe a parade or service reshaped to modernise the commemoration of an historic event."

Thought should be given to how new blood could be transfused into branch, Area or National Council membership to achieve a balanced blend of young and old.

Admiral Newman told delegates that membership was beginning to show signs of picking up, but results were patchy.

It's Scotland in 2002...

ENTHUSIASTIC support was given to the proposal by Perth branch – seconded by West Lothian – that their town host the 2002 annual conference. Next year the venue will be Clacton-on-Sea.

"Some branches, frankly, put effort into this," he said. "Others do not. I feel confident that the future will be secure if we work at it."

Before presenting recruiting awards to branches and Areas for attracting the most full members in the past year, the president paid tribute to the RNA's new public relations adviser, Capt Peter Voute RN (ret'd), and his team of Area PROs who have been getting good stories into the press and more than 1,000 hits a month on the Association's website.

"I know some of you have doubts about monies spent on PR, but I have to say that unless people hear about us, and what the Association does, our numbers will

fall off faster than they are at present doing."

Admiral Newman presented the Sword of Honour to No 3 Area, the Briggs Dirk for branches of more than 30 members to Waterlooville, and the Briggs Rose Bowl for branches of fewer than 30 members to Llangollen.

The Tasker Bowl for the Area which made the largest covenanted contributions last year went to No 5 Area. New South Wales branch received the Certificate for the overseas branch of fewer than 30 members to recruit the largest number of full members, while Torrvieja branch won the Certificate for overseas branches with fewer than 30 members.

Weymouth proved a popular venue for the annual conference and attracted a record number of 218 delegates.

They were welcomed by the town's Mayor, Cllr Sandra McGowan, who opened the conference. Evening entertainment was laid on by Weymouth branch.

The weather held for the parade on the Sunday morning when shipmates marched along the seafront, displaying 87 standards led by the national standard borne by Shipmate Tony Avery.

Weymouth recruits ex-USAF writer



THE RNA's NATIONAL Chairman, Shipmate Fred Chambers, welcomes Weymouth branch's newest associate member, former US Air Force public affairs man Shipmate Lynwood Newman.

Shipmate Fred met Lynwood during the annual conference in the town's Pavilion Theatre.

Lynwood, who now lives with his wife Lida in Weymouth, is studying at Leicester University for a degree in Security and Risk Management. He has lectured for colleges on the subject of security and has worked as a journalist for the security industry.

Lynwood (50) joined the USAF in 1971 and served in the air force security police. He served in the USA, South-East Asia, Italy and for 17 years in Britain.

His varied career has included 16 years in security and public affairs. In the air force, he fulfilled the roles of photographer, broadcaster and technical writer, as well as spells in personnel, intelligence and health and safety work.

His last assignment was at RAF Greenham Common where he worked jointly in public affairs and in personnel management. During that period he provided assistance to airmen through the Air Force Aids & Assistance programmes.

He retired from the Air Force on July 1, 1991, eight days before the inactivation of RAF Greenham Common.

As well as being a member of the RNA, Lynwood is a member of the USAF Security Police Association and of the Air Force Association.

£100,000 gift to rest home

A GRANT of £100,000 was voted at conference to refurbish the day room and bar of Pembroke House rest home, following its £2.5 million redevelopment.

The proposal to help the home run by the RN Benevolent Trust was made by Bradford branch, supported by Brighton & Hove.

Delegates were told that the National council would match every £1 raised, up to £50,000, from the Central Charities Fund.

One late motion of urgency was carried – that the RNA show its appreciation of the Queen Mother on her 100th birthday by presenting an appropriate gift.

It was also decided to hold the RNA biennial Cenotaph parade in September, not October – a proposal put forward by Clacton, seconded by Beccles. It was agreed that a royal guest be invited to next year's parade, on a motion by Soham, seconded by City of Ely.

Also passed was a proposal by Huddersfield, seconded by Drifford, that a submission be made to the organisers of the Festival of Remembrance at the Royal Albert Hall, that inappropriate events should not form part of the entertainment.

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At Your Service



Calling Old Shipmates

HMS Sluys/Cadiz early 50's: Gordon Cowley seeks 'Jumper' Collins, whom he last met at the Fleet Club in Hong Kong, 1954. Write to 45, Seward Close, Cowl St, Evesham WR11 4PN, tel: 01386 761925.

Special Operation Group, Bari: Were you a Telegraphist or Royal Marine as part of this group under Lt Cdr Morgan Giles, operating from the lighthouse? If so, ring Bob Rumsey on 01285 831398.

Peter Badger, Southampton area: Joined up with George Purvis from Middlesbrough, at HMS Raleigh on January 10, 1978. He was aboard HMS London about 1979-80. Contact George at 36, Birchington Ave, Grangetown, Middlesbrough TS6 7EZ, tel: 01642 461469, email: hughie.purvis@ntl-world.com

Ron Edmond seeks Drake 65 messmates. Email ronjan@paradise.net.nz, or write to 75, Kohekohe Rd, Waikanae, Wellington, New Zealand. He served in HM ships Hampshire, Leopard and Danae.

HMS Ganges, Collingwood Division 203 class 1950: Seeking class members for 50 year reunion: Bennett, Maynard, Parker, Parsons, Rocks, Rolling, Skelton, Terry. Contact ex-Instructor 'Buzz' Waspe on 01823 667070.

Tony Russon, ex HMS Diamond L/OCK, your old mates from 3/D mess would like to get in touch. Ring 'Legs' on 01634 267084.

Loch Class Frigates Association will be holding an autumn gathering. Contact

Edward Freathy, tel: 01628 523711.

Z-Class Destroyers Association: Shipmates from HM ships Zephyr, Zest, Zodiac, Zealous, Zambesi, Zenith, Zebra and Myngs, keen to join association and 2001 reunion should send SAE to Steve Baker, 19, Quantock Way, Bridgwater TA6 7JZ, tel: 01278 451418.

HM ships Glasgow and Southampton: Paul Hobson (Hobbo) seeks mates from 1980-84. Email: pauldh_uk@yahoo.com or phone 07884 210698.

HMS Ganges, Drake 39 mess, 1961-2 Classes 37 and 38: Ring Bob Head on 01279 600882 or Roy Baylis on 01291 420986 or email: jacroybay@tesco.net, possible get-together next spring.

HMS Cromer, sunk November 1942: Are any survivors still alive besides Ken Slatter? Contact Ken at 170, Vicarage Gardens, St Budeaux, Plymouth PL5 1LJ, tel: 01752 361530.

HMS Pelican 1954-55, South Atlantic commission: HMS Antrim 1970-73: Calling Fred Stonier, Stan King, 2nd Port wheelhouse crew. Also Reg Chambers (Cox) and Jas Cooper (Pog) plus any of the gunners party. Contact Bungy Williams, 21, Ashurst Rd, Ash Vale, Aldershot, tel: 01252 313071.

HMS Speedy: C. Bascomb seeks John Green, also in A-gun crew during action in the White Sea winter, 1940-41. Contact him at 2, Edwards Close, Lymington SO41 8JS, email: S_B_Bascomb@aim.msn.com

HMS Lavender K60 1943-44: Old shipmates should contact John Welch, Newport, South Wales, on 01633 275302.

HMS Cambria 1984-90: J. Lomas seeks a copy of a photo of himself taken during a Sods Opera of 1987 or 1988, when he wore a pink 'babygrow'. Contact J. Lomas, c/o 550, Norumbega Drive, Monrovia, CA, 91016-1813, USA, or 45, Heol Aneurin, Penryn, Cornwall, CF83 2PA, tel: 029 2086 7413 or email: JLomas8705@aol.com

HMS Bulwark 1964: Anyone around who was on the Banyan party that went on to Wey Ling Ting - held by the Chinese for days, then released to the HK Government, then to Bulwark. S/Lt Jim Purvis, PO Dick Dunkley and others. Tony Davey was a young CK(S) at the time. Contact Tony at tony@tdavey1.freeserve.co.uk or tel: 01389 841193

HMS Blake: Colin Townsend seeks stewards and chefs who served 1974-76 Contact bowtownsend@hotmail.com

HMS Corunna: George Thompson (Thomo) served with Keith (Lucy) Lockett in Corunna 1964-65 then at HMS Excellent, was best man at his wedding in January 1966. Last seen in HMS Manxman 1969-70, then living in MQ at St Budeaux. Contact Keith on 01404 823143 or Lucy@lockcontrol.freeserve.co.uk

HMS Cornwall: Seeking Colin Wilmer (LSA at time), John Jack (SA), Dave Clegg, Sharkey or any others from 3G mess in HMS Cornwall from Yarrows, in build through com-

missioning to the first two years. Contact paul-ducketts@cwcom.net, tel: 01322 403275.

Officers or Ship's Company of 1970-72 commission, HMS Cavalier: Contact David Thompson, email titty@resting.screaming.net or tel 01934-520216 so he can get an up-to-date record of everyone, re get-together. If you aren't interested in getting together, let David know that you are around but not interested in meeting up. Privacy will be respected.

HMS Ariel - Eastleigh/HMS Daedalus - Lee-on-Solent. 1956 onwards, contact Mike Mullins on 020 8523 9317, email: michael.mullins@btinternet.com

Battle-class destroyers: If anyone is interested in a reunion in 2001, contact Roy Sharratt at 100, Middlecotes, Tile Hill, Coventry CV4 9AZ, tel: 024 7646 1880, or J. Macpherson, 161, Granby St, Devonport, Plymouth PL1 4BI

HMS Newcastle 1955-57: David Langdown of Queensland seeks his oppo George Outterside, a telegraphist, last heard of living in Newcastle-on-Tyne. Info to Bill Thompson, 4, Voltigeur Drive, Hart Village, Hartlepool TS27 3BS, tel: 01429 867721

PO Simon (Topsy) Turner: Where is Topsy, last known ship HMS Glasgow 1996-98, Devonport field gun 1990; contact Antonio (Jock) McGrandles at antonio.mcgrandles@intel.ie

CPOWEA Iain A Livingston (Suaves) wants to hear from shipmates from Ausonia, Exmouth, Resolution, Oberon or Repulse. Email suaves@adelphia.net

HMS Figsard, Artificers class S59: Les Robinson seeks other members of the class. Contact Les email: lesrob@emirates.net.ae

HMS Juno 1970-72: Seeking Communicators, including Noddy Cooper, Jed Stone, Biff/Scouse White, Sugar Plumb, Polly Ellis, Fez Parker, Ginge Reece, Tommy Donohue, Mick Goddard, Freddie Fox, Dinger Bell. Contact Mike (Shirley) Temple on 01752 846496, email mike.temple@bigfoot.com

Bill Saunders seeks James Frederick Bolland. James entered Naval Training School in Rosyth about 1947 to become an Engine Room artificer, married Shirley in 1950's and lived in Portsmouth. Contact Bill at 35, Willow Drive, Cheswick Green, Shirley, West Midlands, tel: 0115 6470 3223, email tomsaunders1@hotmail.com

HMS Loch Lomond, 1955-56 East Indies: Edward Freathy seeks shipmates ex Boy/Sea Brewin, Cheyne, Calverley, Southgate etc., and other Loch chaps. Contact Edward at Elmbank, Marlow Rd, Bourne End, Bucks SL8 5NL, tel: 01628 523711

HMS Firedrake Association: Anyone wishing to join contact J. Masters on 01509 234304. Membership open to anyone with an interest in Firedrake.

Over to You

Hugh Gordon seeks etchings to complete his collection of ships in which he served. Some he has signed **Bob Morris**, and are 12.25" framed and about 10" unframed. He needs **HMS Lincoln, HMS Keppel, HMS Ulster**, and **HMS Manxman**. Contact Hugh at 59, Castle Ave, Dover CT16 1EZ, email hugh.gordon@btinternet.com

HMS Striker: I would be grateful for any information on anyone who served on Striker 1944/45. Any contact addresses or reunion dates very welcome. Tommy 'Taff' Griffith, 16, Cae Corn Hir, Caernarfon, Gwynedd.

HMS Sea Monarch: If you served aboard her between December 1943 and September 1945, did you know Norman Panks, possibly nicknamed Ginger or Lofty, because of his height and hair colour? Contact David Panks, 23, Harlington Ave, Norwich NR6 5LJ, tel: 01603 143445.

HMS Strongbow: Roger Lewis needs a photo of R-class destroyer HMS Strongbow, launched 1916, sunk by German destroyers on October 17, 1917 in the North Sea. His grandfather, the chief stoker, died in the attack. Contact Roger at 24, Dorking Road, Tunbridge Wells TN11 2LP, tel: 01892 535386, email RLEWIS57@compuserve.com

HMS Goathland: M. Henderson seeks anyone who remembers his late father-in-law, John (Johnny) Henderson, who served in Goathland until it was mined off Normandy after D-Day. He won the DSM after Goathland and HMS Albrighton were in action on April 27-28, 1943. Contact Mr M. Henderson, 3 Streather Court, Raunds, Northants NN9 6DR, email michael.r.henderson@btinternet.com

HMS Fowey: Bob Rumsey has two photos of her entering Port Tewfik in 1942 and a 10x8 photo of the modern HMS Sentinel to pass on to anyone with a real interest. Contact Bob on 01285 831398.

HMS Stanley: Frederick Colwell died Dec 19, 1941, in HMS Stanley after being torpedoed by U-574. Glenn Wood seeks anyone who knew his great-uncle in HMS Stanley or HMS Ark Royal 1939-41. Contact Glenn at 12, Jack Bice Close, Liskeard PL14 3UN, email glennwood@mail.com

Global '86: During Global '86 two films were made on board HMS Manchester, one by a professional film crew and one by a CPO. Mick Farrow seeks either. Contact Mick on email Mick.Farrow@ukgateway.net

Lawrence Henry Randall, trained at HMS Glendower, Seaman/Signalman and William Edwin Merry (Eddie) trained at HMS Collingwood, Gunner/Seaman. Both served during WW2. Any info about them or details of Naval records, contact Mr P. Randall, 22, Boundary Rd, Aylestone, Leicester LE2 7PE, email pillerandall@ukonline.co.uk

HMS Garnet/HMS Jasper 1943-46: M. McCabe seeks anyone who served in this Catherine-class American Lease/Lend minesweeper, first known as BAM29. She was near cable-layer Monarch in Scotland in 1945 when it was torpedoed. Bob McCabe's father served in her and has lost all photos. M. McCabe, 18, Churchill Rd, Smallfield, Surrey RH6 9NY, tel: 01342 842943, email mickmccabe@breathemail.net

'Harry Tate's Navy' (history of the RNPS)

Reunions

September

RNPS Association parade and service at Queenborough, Isle of Sheppey, Kent, on September 3 starting at 1.30pm outside Holy Trinity Church. Contact Swale Borough Council on 01795 417478 for further details.

Ex-US Coastguard Cutters 1941-46 reunion is at the Bull Hotel, Peterborough, on September 6. Further details from Sid Simkin on 01953 602656.

HMS Glory Association (1943-56): Reunion September 8 to 10 at RMA Club, Chester. All former shipmates are invited. Details from Peter Warde, 91 Dingleberry, Olney, Bucks, MK46 5EU. Tel: 01234 711611.

RNPS (Thames Region) reunion September 9 on board HMS Cavalier, Chatham Historic Dockyard. Contact Colin Ash on 01634 853232 or 01634 582082 for more information.

17th Destroyer Flotilla Association: AGM and Reunion Dinner Dance at the Royal Sailors Home Club, Portsmouth on September 20. Open to shipmates of WWII 'O' Class Destroyers. New members especially welcome. Contact John Fellows, 26 Sculthorpe Road, Blakedown, Kidderminster, Worcs. DY10 3JL. Tel: 01252 700873.

HMS Comus Portsmouth reunion September 22-24. Contact Geoff Harper on 01302 708135.

Lascaris (Malta) Association: Reunion at the Adelphi Hotel, Liverpool from September 22 to 25. Details from Tom Worden, 23 The Elms, Chorley Old Road, Brindle, Chorley PR6 7TU.

HMS Porlock Bay Association reunion at the Trecarn Hotel, Babbacombe, Torquay September 22-25. Contact K. Faulkner, 22, Clovelly Rd, Swinton Manchester M27 0FU, tel: 0161 794 8962.

FAA Aircraft Artificers, Jan & May 1949 entry reunion at Charlecote Pheasant Country Hotel, Stratford, September 28. Contact A.L. Hyde, tel: 01279 415876.

HMS Figsard Association: Ex Artificer Apprentices of Figsard or the Figsard Squadron (HMS Raleigh): reunion dinner/dance at Home Club, Portsmouth, September 29. Details from Des Goodwin, 36, Southbrook Rd, Langstone, Havant PO9 1RN, tel: 023 9247 2384.

October

Royal Naval Writers Association reunion dinner, October 13, Home Club, Portsmouth. Details from Mrs S. Durrance, 8, Broomfield Crescent, Gosport PO13 9TN, tel: 023 9261 8261.

Fourth Destroyer Squadron Association hold their first reunion from October 13 to 16 at the King Charles Hotel, Gillingham, Kent. Contact Terry Parker, 54c Cheriton Road, Folkestone, Kent, CT20 1DD for details.

TS Mercury Old Boys Association reunion, Highfield House Hotel, Southampton, October 21. Details from Mike Ball, 28, Penkernick Way, St Colum Major, Cornwall TR9 6BQ, tel: 01637 881959, email Mball0983@aol.com

HMS Sirius: The second reunion of "Dog Star" has been delayed. HTS 3Y will now take place in Plymouth, October 21. Details from CPO(S) Pam Ayres on 01752 774020 or 023 9272 2445, Tue to Thurs.

needs pics and stories for website www.harry-tates.org.uk Also pics and stories re HMTs Duncton, Birdlip, Northern Rover, Lord Stonehaven, also any photos and details of the RN at Freetown, Simonstown, Takoradi and Cape Town 1939-45. Nick Clark, Flat 2, 5, Wordsworth Rd, West Bridgford, Nottingham NG2 7AN, tel: 0115 9816067, email nick@harry-tates.org.uk

HMS Victorious: Info sought on 800 Sqn; Lt Frank Furlong May 10, 1941 and June 1941. Photos, stories etc. wanted, and of HMS Victorious' involvement in Bismark hunt. Also Lt Frank Furlong served in HMS Illustrious with 882 Sqn (March 16, 1942 - April 11, 1943) - any info on squadron or ship? Mike Croft, 43, Fitzroy Crescent, Woodley, Reading RG5 4EX, email Mike@Croftluff30.freeserve.co.uk tel: 0118-9693520.

HMS Yarnton: Damon Bailey seeks info on HMS Yarnton or a website for the same. Contact Damon at HMCS Queen, 2800, Broad St, Regina, Saskatchewan, Canada S4P 4K6, email damonbailey@clwwest.com

HMS Hydra: Info required (circa 1907), also info on Reginald John Birt Leppard, born April 14, 1912. He served in HMS King Alfred, Nigeria and Hermione, and was involved with 'Pluto'. On return to Civvy Street he took up his former career as a bank manager with Barclays. Any info to Geoff Pretty, 10, Connor Ridge, Peebles EH45 8HN, tel: 01721 724347.

Cornwallis Jetty, HMS Wildfire, Sheerness: Christopher Morgan-Jones seeks memories, photos or artefacts of the jetty at Sheerness, originally the 74-gun ship of the line, HMS Cornwallis, the last of her line surviving until 1960. Contact Christopher at 13, Beltring Rd, Tunbridge Wells TN4 9UA.

Lancer II: July 18, 1918, saw Admiralty trawler Lancer II sink off Brighton. Records indicate it foundered after a collision, possibly with HM Yacht Vagrant. Chris Pascoe wants to know more about the role of Admiralty trawlers, and the loss of the Lancer II. Contact Chris at 11, Sunningdale Close, Hailsham, East Sussex BN27 3UD, email Chris_Pascoe@msn.com

HMS Tartar WWII: Denis O'Sullivan wants to know more about the Tartar and her crew, as his grandfather, Michael McGrath, served in her. Contact Denis at PILZ Ireland Industrial Automation, 11, Emmet Place, Cork, Ireland, or email dosullivan@pilz.ie

HMS James Brodigan: Allan Davies seeks info about this ship, possibly an extra-trawler working out of Hull. His great-grandfather Stephen Allon served in her. Any info to Allan at 8, Riverside Ave, Irlam, Manchester M44 6DR, tel: 0161 775 2481, email bluemoon8@ukonline.co.uk

Royal Naval Singers: Patrick Bernard seeks info about the Singers, circa 1938-39. His father, who died in HMS Voltaire, was a member. Contact Patrick at 73, Hart Plain Ave, Cowplain, Hants PO8 8RG, tel: 023 9226 3271, email patbernard@netscapeonline.co.uk

HMS/UK Truculent: Ron Slade needs details of her movements from refit, Philadelphia, 1945, until the Thames Estuary, 1950. Write to Ron at 19,

HMS Diamond reunion, October 28. Details from Ray Shipley on 01634 267084.

November

HMS Cockade R34/D34 reunion at the Trecarn Hotel, Babbacombe, Torquay, November 10-12. Details from B. Hutson, 27, Gollands, Brixham TQ5 8JY, tel: 01803 856272.

HM Ships Hecla, Venemous and Marne (1942): Memorial service and reunion, November 10-13 at Solihull. Details from Harry Cliffe, Oaktree Cottage, Post Office Lane, Norley, Via Frodsham, Cheshire WA6 8JJ, tel: 01928 788181.

Broadsword Association reunion at Chester Town Hall, November 18. Contact Keith Roberts on 01275 858996.

February 2001

HMS Penelope Association, for cruiser 1938-44 or frigate 1963-92: Blackpool reunion, February 16-18. Details from Mike Bee, 1, Oddfellows St, Mirfield WF14 9AB, email mikebee@mirfield34.freeserve.co.uk

Canadians seek relatives

THE TOWN of Ajax in Ontario, named after the ship in the Battle of the River Plate, 1939, has streets named after the ship's company.

Civic leaders in Ajax now intend to plant trees and place commemorative plaques on roads named after those killed in the war.

To complete the occasion, they hope to find as many relatives as possible who might be willing to attend the ceremonies, possibly

Sheepscombe Close, Cheltenham GL51 6BE, tel: 01242 517367, email ron.slade@btinternet.com

Dennis Frederick William Karlo: Steve Karlo's father served in HMS Dumbarton Castle 1943-46, aged around 18. Photos of crew and info over war duties appreciated. Contact Steve, 020 8924 7352 or 077 2024 6266, email: lyn@liver1.freeserve.co.uk

PO's rate tie-pins: Alan Coleman needs two or three pins. Contact: 12, Beechcroft Court, Liskeard Gardens, Blackheath SE3 0PJ, tel: 020 8858 9037 or 0712 647787, email Arden22@hotmail.com

HMS Milne: Bill Poynton seeks anyone who served with his father, L/SIG. William (Bill) Poynton. HMS Milne on Russian convoys 1942-43. Contact Bill at 1, Exbourne Rd, Abingdon OX14 1DH, tel: 01235 201720, email: pauline@ppoynton.freeserve.co.uk

George Fleet: Served in HM ships Leander, Hermes, Cornwall and Albatross, also Ganges and Drake 1932-40. If anyone served with him, contact his daughter, Yvonne Collins, 27, Cavendish Rd, Chesham HP5 1RW, tel: 01494 778815.

Donald Gowdy: Anne Parker seeks her relative, now about 70; he lived in Camelon, Falkirk in the early 1950s. His mother's name was Frances, nee Turnbull, Father (Joseph) died in Durban. Any info to Anne, 28, Lynn Rd, Scarborough, Ontario, Canada M1N 2A4, email parkga@aol.com

Rotherham Dockyard Gate: Photo needed of the gate, erected on the Jahore Causeway in Singapore Naval Base for the part played by HMS Rotherham, Captain (D) 11th Destroyer Flotilla, in the execution of the Japanese 10th Zone Fleet, September 6, 1945. Contact Bob Sandford, 61, Tamarisk, Pandora Meadows, Kings Lynn, Norfolk, tel: 01553 674724.

HMS Taurus, 1917: In the bell tower of Eilean Donan Castle is a bell inscribed **HMS Taurus 1917**. Mr I. Ruscoe served in HMS/M Taurus in the 1950s, and seeks info on the vessel referred to on the bell. Contact him at Bruch-Na-Mara, Ault-na-Chruinne, Glenshiel, Kyle of Lochalsh IV40 8HN.

HMS Windsor: The family of AB Young, serving in HMS Windsor on Operation Dynamo 1940, seek a photo of his ship, pennant numbers either L94 or D42. Contact Bill Dolan, 3, Upper Church Lane, Farnham GU9 7PW, tel: 01252 725443.

HMS Quorn 1940: George Bernard Groves died 1944 at the sinking of the vessel. Anyone details of the sinking and/or a photo of the ship? Contact Dorothy Tyler, 1, Heath Drive, Binfield Heath, Henley-on-Thames RG9 4LX.

HMS Rutherford (K588): Do you remember Sarah Broom's father Laurence (Laure) Hardwick, who also served on HMS Atheling and HMS Bulldog? His seven-year-old grandson is trying to collect info, pictures etc to share with Grandad. Contact Sarah at Ebor House, York Rd, Barby, Selby YO8 5JP, tel: 01757 702234.

Jack Phillips, born March 18, 1921: A number of 'boys' from their Leicester grammar school held a reunion, but could not trace Jack, who left in 1936 to train as an artificer at Rosyth. They believe he spent most of WWII in submarines. If anyone knows of Jack, contact A. Philp, Castlegate, Ivelig, Carlisle CA4 0PN, tel: 016974 73421, email afphilp@compuserve.com

SS Umona: Derek Peckham's father was captain of this vessel, torpedoed and sunk by U-124 off Sierra Leone, on March 31, 1941 with few survivors. Some were picked up from a raft by HMS Foxhound, part of Convoy WS7. A Radio Officer, who died, and a RN gunner were on another raft and were picked up 13 days later by SS Lorca. Can anyone supply any info or avenues to take? Contact Derek Peckham, 4, Oakland Ave, Weybourne, Farnham GU9 9DY, tel: 01252 324122.

Raymond Albert Tyson: Chatham rating, served in Combined Operations on landing craft during WWII; involved in the D-Day landings. If anyone knew Russ Tyson's father contact Russ on 01604 767262 or ryson@talk21.com

George Alfred Smithers (correct surname is Smithies) also known as Smiler or Smudge: Member of Chatham Division, RM 1939-45. Took part in Normandy invasion. His family would like to hear from anyone who knew him. Contact Mrs S. Smithies, 12, Tubwell Rd, Stoke Poges SL2 4JT, tel: 01753 662357.



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New Punto is a head-turner

FIAT has found another winner with the latest version of its super-mini, the Punto, which has shed its curved contours for a more dynamic, angular look to produce a real head-turner.

And the all-new three- and five-door model range launched last autumn has radical changes that are much more than skin-deep, including class-leading crash protection which won *What Car?* magazine's annual safety award.

The robust construction gives a tauter drive, yet uncompromised by the vibration and harshness so often experienced in small and sporty machines, while wheel-at-each-corner chassis dynamics maximising track and wheelbase make for nimble performance yet smooth ride.

One of the quirky features is what is tagged the "girlie" button for selecting two different settings of power assistance for the steering, offering a responsive high-ratio feel for sporty driving, and a much lighter feel for town driving and parking.

The only catch about this is that the button is on the passenger side of a neat, ergonomic dash, easily reached by fun-loving offspring who have seen the TV ads!

CAR FACTS

Model: Fiat Punto 1.8 16v HGT
Price on road: £13,495
Engine: 1747cc 16-valve with multipoint petrol injection producing 130bhp @ 6,300 rpm, 121 lb/ft torque at 4,300rpm
Transmission: Front-wheel-drive with traction control and five-speed manual change
Performance: 0-62mph - 8.6secs; top speed 127mph
Economy: Combined cycle - 34mpg

Such youngsters, however, are among the first to rate the dramatic new body styling - including a rear profile which would not be out of keeping in a Judge Dredd film.

The styling is particularly effective on the flagship three-door HGT, a 130bhp, 127mph, flier which is the subject of this road test.

Its zest is reflected by a 0-60mph time of under 8.5 seconds, from an engine derived from that fitted to the Barchetta sports car, yet the silky-smooth 1.8-litre power plant happily averages more than 30mpg in general use.

The Punto many will recognise as being the first supermini to have its rear light clusters at the top of the rear pillars, providing maximum warning for following drivers and cutting the risk of a shunt.

The strong accent on safety continues, from headlights which will

stay on for a few seconds after you lock the car to illuminate your path to the front door, to dual frontal and side airbags, and three-point seatbelts and head restraints for all five seats.

On the practical daily front, the car with body-colour bumpers has soft rubbing strips on bumpers and sides to cut the risk of paint-chipping knocks.

For those who remember when a heated rear screen was an optional extra, the HGT is a sophisticated space-age machine, streets ahead of its rivals with its £13,495 price tag.

Today you expect a CD player, but this model not only has a five-disc unit linked to the RDS stereo, but the small, neat integrated dash-top display also serves a satellite navigation system fitted as standard.

I have found these systems are no flash extravagance - they're a real boon if you head into unknown territory to dodge a jam, and cut the dithering as you seek an in-town address.

This car is full of clever tricks, lots of stowage spaces, and plenty of flexibility with offset-split rear seats which fold down to expand an already useful boot behind the slabby rear hatch.

But best of all, it is fun to drive, with supportive sporty seats providing comfort and support.

Coupe launched

VAUXHALL has now launched its Astra Coupe, with the first model with 1.8-litre engine priced at £16,150 on the road.

When the 2.2-litre version, with all-new lightweight aluminium engine, goes on sale in the autumn, it will cost £17,650.

To follow, at a date yet to be announced, will be a flagship two-litre turbo costing £19,995.

The 1.8-litre entry model has Group 8E insurance, the 2.2 Group 12E.

World Focus

BRITAIN'S most popular car, the Ford Focus, is now also the world's most popular car, notching up 228,380 sales in the first three months of the year.

The news came as the millionth Focus rolled off the line, the first European Ford to reach this milestone in under two years.



● The new Fiat Punto Speedgear.

Cruiser is practical hot-rod

FOR THOSE who have always dreamed of owning a hot rod but been hamstrung by the need to be practical, Chrysler has launched the eye-catching PT Cruiser.

The exciting retro styling, with wheels at the extreme corners of this five-door hatchback, mean maximum interior space, and with removal seats it can have the capacity of a small van.

Bang up to date inside, it has dual frontal and side airbags, air conditioning, six-speaker radio/cassette/CD, and electric front and rear windows across the range, with anti-lock brakes, traction control, cruise control and leather/suede seats on top models.

The PT stands for personal transportation, and the concept of the right-hand-drive Cruiser is that it can be what ever you want to make of it.

It might look big, but it is actually four inches shorter than its sibling the Neon saloon, making it practical around town.

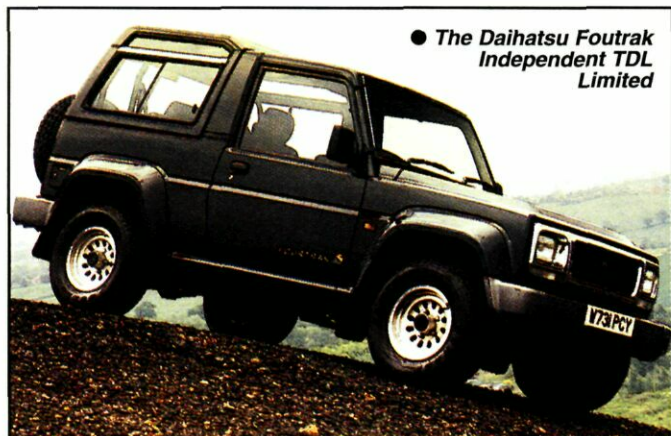
On the downside for those aspiring to a street rod, under that bonnet nestles not a rumbling V8 but the muted exhaust tones of the 140bhp 16-valve 2-litre exhaust from the Neon - and a diesel version is also on its way.

However, you don't need to worry if it comes from a dry state - as with all Chryslers, it comes with seven-year anti-corrosion warranty, three years/60,000 miles guarantee and three years' emergency cover.

Prices range from £14,995 to £17,195.



● The Chrysler PT Cruiser.



● The Daihatsu Fourtrak Independent TDL Limited

Daihatsu cuts prices

DAIHATSU has announced dramatic price cuts of up to £3,105 for one of the best-loved 4x4 workhorses, the Fourtrak and Fieldman.

Until September 30, the special edition seven-seat turbo diesel Fourtrak Independent Limited is priced at £15,995 on the road.

Standard equipment is identical to that on the previous £19,100 TDX model, including electronic four-wheel-drive engagement, alloy wheels, power steering, central locking, electric front windows

and door mirrors, radio/cassette and velour seat trim.


The TDX stays at the old price but gains wood-effect fascia, stainless steel sill bars, roof spoiler and colour-keyed spare wheel cover.

With a gutsy 2.8-litre inter-cooled and turbocharged engine producing 98PS, the Fourtrak has a 3,500kg towing capability, boasts 34mpg on the extra-urban cycle, and reassures buyers with a three-year unlimited mileage warranty and six-year anti-perforation corrosion cover.



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£5,000	Monthly £88.82 Total £7,461.30	£166.62 £5,998.28	£444.99 £5,339.79	12.9%

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£7,500	Monthly £169.61 Total £14,247.28	£286.08 £10,298.75	£723.31 £8,679.71	11.9%
£5,000	Monthly £116.20 Total £9,760.79	£193.21 £6,955.28	£484.52 £5,814.23	12.9%

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free from that
worrying debt

TO SOME people, owing as little as £100 is a worry; others have little concern when their unsecured liabilities exceed £100,000.

It is easy to see how people get into difficulty; obtaining credit has never been so easy. Every week offers of finance land on the doormat, stare out at you from the newspapers, and are ready to interact with you on the Internet.

Phillip Allen, Insolvency Partner at HLB Kidsons, says: "How individuals get into debt is not really the issue; the point is, how can he or she break free and start afresh? - you don't steer a ship by looking over the stern. There are some simple steps which can be taken to alleviate the situation."

A good start is to cut up the credit cards and send the parts to the issuing company.

Re-mortgaging the home, assuming there is sufficient equity, can be a solution, but care must be taken not just to take a "low-cost" start-up deal which gives low interest for the first 12 months and then takes unaffordable payments after that.

Perhaps conversion from endow-

ment to repayment mortgage might release a life assurance policy - but speak to an independent financial adviser first.

More often than not, terms can be re-negotiated with creditors. Some organisations are prepared to freeze or waive interest, take reduced payments, or settle for a one-off figure. Good communication between the individual and creditors is the key, particularly as many credit organisations use debt collection agencies that are occasionally aggressive, bordering on harassing.

People can turn to the **Citizens Advice Bureau, Consumer Credit Counselling Service or Trading Standards Money Advice Centre, all of which provide a free service.**

Increasingly, newspapers carry a proliferation of adverts from organisations promising to "write-off 80 per cent of your debts". There are good and bad in these groups, and often, while monthly payments are reduced, the period of repayment is prolonged.

Bankruptcy is not as bad as it first seems. Mainly, it only lasts for three years and carries with it restrictions on obtaining credit - no more than £250 - as well as a ban on holding office as a director of a limited company. Many occu-

pations do not welcome bankrupts among their ranks, and because bankruptcy is advertised locally and nationally, it carries with it a stigma which many would wish to avoid.

Before contemplating such a step, seek the advice of a licensed insolvency practitioner so that informed decision can be made in respect of pension and home.

Another alternative is an **Individual Voluntary Arrangement (IVA)**, in which an individual makes a proposal for compromise or settlement with creditors, which will be binding on creditors if the correct procedure, set out in the Insolvency Act 1986, is followed. A licensed insolvency practitioner must act in this matter.

In this case, people will not avoid liabilities, but will have more control over payment, and it will allow a better deal for creditors.

Rarely do the arrangements last for more than five years, and they culminate in one full and final settlement of all unsecured debts. This compares with individuals making their own arrangements where monthly payments do not cover accruing interest, and therefore there is no light at the end of the tunnel.

For further information contact Phillip Allen of HLB Kidsons on 0121 631 2631 or Anne Debuissier on 0207 405 2088.

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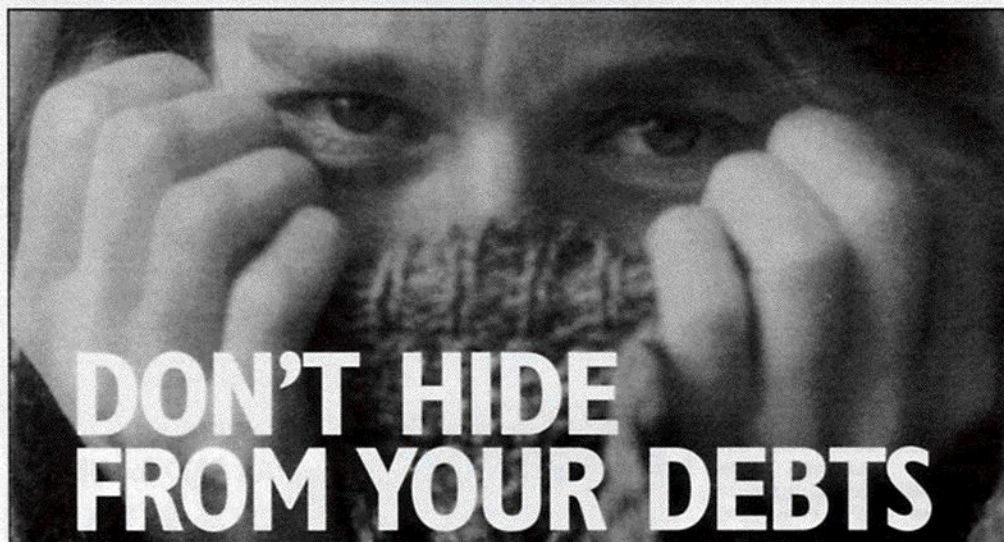
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FROM YOUR DEBTS

Is this you?

DEBT PROBLEMS

Client A is in the Forces. His financial difficulties arose because of a series of unfortunate events over a period of a few years. Together with his partner he took out a mortgage to purchase a property and also various loans to pay for the deposit and furnish their new home.

Unfortunately, the relationship was not long-lived and he was left with all the liabilities but only one income to service them. In order to survive he lived on credit cards and consolidated her borrowings with further loans. Eventually the situation became impossible and he turned to FCL for help.

DEBT SOLUTIONS

By this time, the total value of his unsecured creditors, i.e. not including the mortgage and HP payments was around £21,000. We assessed his full financial situation and established that his monthly disposable income (i.e. money left after paying the mortgage, household bills and living expenses) was £185. FCL were able to assist this client by preparing proposals to the client's creditors offering this monthly sum over a period of 5 years in **full and final settlement** of all his unsecured liabilities. This offer, of around 50% of the total debt was accepted by the majority of the Creditors and became legally binding on them all. As you can imagine this was a relief to the client who now felt able to make a **fresh start** in his life.

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Moneywise



Who'll pay the bills in time of trouble?

If you got someone else to pay your electricity or telephone bill, if you were off work, you'd think that was a pretty smart move – and maybe the utility companies are missing a trick by not providing such a scheme!

Not surprisingly, though, the financial industry has thought of this for its products, and you can now arrange for your personal loan, hire-purchase agreement, credit cards or your mortgage to be repaid – or even written-off – if you are unable to meet the repayments due to unforeseen circumstances.

These plans are known in the financial industry as creditor insurance or payment protection plans.

So what do they cover, and are they a good idea?

Schemes vary from company to company, so you need to check what is being offered.

Clearly the most dramatic event that could prevent you from paying off your loan would be your death! If you are the principle breadwinner in the family your dependants are going to have enough on their plates without worrying about clearing off any financial debts you've left behind.

While the mortgage will probably be taken care of by life insurance you've arranged, all other forms of credit – loans, HP, credit cards, etc, will still need to be paid off, and these will be charged against your estate.

Any other life insurance you may have will need to cater for your family's future, and you will

not want to see it reduced to, say, pay off a £10,000 loan you've arranged for car purchase. By arranging payment protection with life cover, the loan would be written-off on your death.

But you don't need to be dead to gain the benefit of these schemes. An accident will do! Most plans will pay your normal monthly instalment – or minimum due on your credit card – if you are off work following an accident.

There is normally a qualifying period – usually one month before the payments kick in and most companies will then keep repayments going for you for up to one year.

Even though your salary may continue to be paid during this period, the loan repayment is made directly to your creditors, which means that you can use your salary for other items, safe in the knowledge that your loan or credit card is being repaid for you.

That can be very handy when you consider that a serious accident, taking you off work for months, could well be accompanied by a stay in hospital, with the family finances being stretched to meet the extra cost of you being

off work.

Some companies will also provide similar benefits if you are off work through sickness, and in the civilian world many customers have benefited when they have been made redundant.

While redundancy cover may not be of much value to Service personnel, one event that clearly is relevant, is Medical Discharge. Cover against that could also see your full loan written-off if you are Medically Discharged from HM Forces.

At a time when you will need to adjust to a whole new way of life, that benefit could be a financial life-saver.

If you think that these are far-fetched events, just remember these statistics produced by the Defence Analytical Service and the Department of Transport:

- Every year on average 160 Service personnel are killed.
- Every year on average, 1,600 Service personnel are Medically Discharged.
- Every year 62,000 people are seriously injured in accidents on Britain's roads.

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Tackling these problems demands high-quality staff. To join us, you will need to demonstrate a high degree of integrity in both the personal and professional spheres. A UK National, you must have 5 GCSEs and 2 A levels, and ideally a good degree. And if you have the ambition and leadership potential to move up quickly, our managed career structure could prove the making of you.

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investigating such criminals and gather evidence sufficient to lead to successful convictions? You'll be involved in a variety of work from surveillance and handling informants to detailed analysis of evidence and preparation of cases for Court. A number of posts are overseas for experienced staff.

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We are recruiting for both streams. Prove yourself and you may have the opportunity to move between the two. Basic salaries outside London start at £16,220 and, in addition, the allowance for investigators starts at £11,455. Starting salaries for the higher level analyst posts in London range from £22,325 to £30,475. All posts in London are also paid a London allowance. Higher starting pay is available for good people. These are tough roles in a high-profile, fast-moving environment. The hours can be long and unsocial for investigators, but the allowance is paid for this. While most jobs will be based in London, there are vacancies in major towns and cities across the UK.

To receive further information and an application form, **contact Scott Edgar Response on 020 7269 6363, quoting CE08/00/N.** Lines are open weekdays between 9am and 5pm. www.scottedgar.com/customs Closing date for receipt of applications by Scott Edgar is 28 August 2000.

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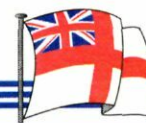
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Helping Hands



Sailors decorate African school

SAILORS from HMS Chatham managed to bring a ray of hope among the horrors of the civil strife in Sierra Leone when they helped out with charity projects.

A link with Milton Magri school for the blind was re-established – members of HMS Sutherland's ship's company had visited in February to repaint the school, and Chatham's team continued the work, while a group of pupils visited the ship.

The sailors made the short trip to the school under police escort, while LS Fred Perry and LS Jimmy Jewell perched on the back of the transport as armed protection.

As the painting progressed, other jobs came to light, resulting in sailors mending beds and other furniture in the accommodation block while dodging "unusual and alarming" insects.

On the ship's return voyage from Sierra Leone, 12 sailors staged a 24-hour abdonathon, and managed a total of 114,693 sit-ups, despite the rough seas.

The event raised more than £800 for the Royal Naval Benevolent Trust (Chatham), Children's Wish and St Luke's Hospice.

Sea Cadets seek runners

THE SEA Cadets are appealing for support from runners entering next year's Flora London Marathon.

The Sea Cadet Association is 16,000-strong, spread between 400 units, and gives youngsters a chance to gain experience in teamwork, as well as social responsibility and self-respect.

Anyone who could run to support the cadets should contact Lucy Hudson on 020 7928 8978, email lhudson@sea-cadets.org or write to The Sea Cadets, 202, Lambeth Road, London SE1 7JF.



TRACK suits donated by the English FA were sold to the English players on the staff of CINCSOUTHLANT, mainly Navy men, who took part in a game against Portugal to reflect their countries' opener in Euro 2000. The sale raised £282, which has been forwarded to the NSPCC.

■ The CINCSOUTHLANT sport department raised more than £200 for the Mozambique flood appeal by holding a sponsored run around the NATO base in Oeiras, near Lisbon.

A number of bags of clothes were also donated through the Portuguese Red Cross.

ROYAL Marines temporarily linked two communities divided by a river as part of the millennium celebrations.

Ferries have crossed the River Severn between Newnham and Arlingham since Roman times, but the last boatman packed up in 1947.

But a plea to 539 Assault Squadron at Turnchapel, Plymouth, resulted in the Royals bringing their hovercraft upriver, and transporting thousands of people between the two villages in the two machines.

The activities drew huge crowds of watchers, and provided the Royal Marines with useful training

in operations on a river.

Temporary pontoons were built for the occasion, and a two-day programme of festivities was also planned around the link, code-named Passage 2000.

Community groups, sports clubs and other organisations arranged food, entertainment and music for the event.

Proceeds from the various events will go to a number of charities, including the NSPCC, cancer research, the Women's Institute and the British Legion.

Money raised from charges for crossings and programmes will be split and put towards a millennium marker in each village.

Belfast back in contention

A TEAM from HMS Belfast completed the John Munnings Memorial Novice Triathlon – and raised £150 for the Newborn 2000 appeal in support of the St Mary's Hospital baby unit in Portsmouth.

The five, trained by former RNPTI Buster Brown – a member of Belfast's ship's company on her first commission in

1939 – swam 400m, rode 12 miles and ran 5km.

It is the first time a Belfast team has competed against Armed Forces since 1963.

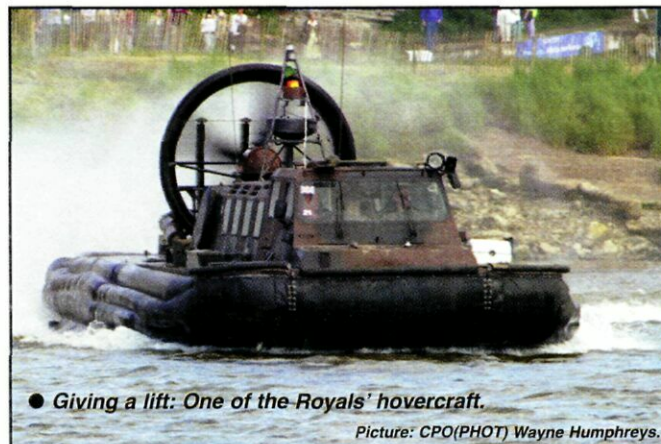
The race is named after POPT John Munnings, who died of cancer in 1987.

High-level challenge

THREE mountains, three countries, one day – staff from the RN Training Needs Cell at HMS Nelson set themselves a stiff task.

But the 12-strong team managed to ascend Ben Nevis, Scafell Pike and Snowdon in less than 23 hours, raising more than £2,000 for Naomi House, a children's hospice.

The team, which undertook the event after the death of Isobel Leech (15 months), the daughter of training analyst Kevin Leech and his wife Ruth, sported a logo designed by 16-year-old Brooke Nolan of Henry Cort School.



● Giving a lift: One of the Royals' hovercraft.

Picture: CPO(PHOT) Wayne Humphreys.

Island trek is BLISS

TWO members of the Royal Navy took part in an expedition which retraced the steps of the Paras during the Falklands War and raised over £1,000 for BLISS (Baby Life Support Systems).

Cdr Colin Martin and LWWTR Justine Holland were in a six-

strong tri-Service team which trekked across East Falkland on Expedition Purple Walkabout.

They completed the arduous route, from Port San Carlos to Stanley, in four days of daylight walking, carrying all their own supplies and equipment.

Joy climbs peak (with help)



● Going up: WAEM Jane Macallister and WO Vic Parsons help carry Joy Perry up Mt Snowdon.

ANYTHING the RAF can do, the Navy can do better, according to Dystonia sufferer Joy Perry.

And so the brave 74-year-old played a key role in a fund-raising effort by RN PTI trainees on Mount Snowdon.

Joy, who married a RN PT officer, has suffered from the disease – a neurological complaint similar to Parkinson's Disease – for 43 years.

It causes involuntary muscle spasms, resulting in abnormal movements and postures, which are disabling and can render the sufferer almost blind.

Joy heard of a charity challenge undertaken by the RAF, and used her Navy contacts to put her idea to Lt Cdr Chris Bate, at HMS Temeraire.

As a result, 11 trainee PTIs from Temeraire carried Joy, in her wheelchair, to the top of Mt Snowdon, using a specially-designed frame – the trainees were already in Wales as part of their qualification.

Joined by Lt Cdr Bate and staff instructors PO Wayne Hodgkinson and Stevie Gibson, as well as other supporters, the team used the five-mile Llanberis path, the longest of the well-known routes, to reach the 3,560ft summit.

Using a rotation system of five minutes in each of the five carrying positions before handing over for a break, the team completed the arduous, winding and steep path in just three hours, well inside the estimate of four to six hours.

Money raised will go to the Dystonia Society. The event was supported by Peterborough and District branch of the Royal Naval Association.

Stepping up the training

NAVAL reservists from HMS President in London have been using Tower 42's 600ft staircase as part of their preparations for their expedition to Kilimanjaro this month.

The mixed team of 22 hope to reach the 19,500ft summit of the mountain, hoist their White Ensign, and raise money for Barnardo's. For details, contact S/Lt Richard Scarth on 020 7480 7219.

In Brief

SAILORS from HMS Cumberland raised more than £1,400 for the special care baby unit at Furness General Hospital through a charity run from Carlisle to Barrow.

A HORSE racing evening at HMS Collingwood, organised by officers on the Systems and Engineering course, raised £220 for the Williams Syndrome Foundation.

A YEAR'S subscription to Navy News has been won by Mr T. Nimmo, of Glasgow, at the rededication raffle of HMS Sceptre. The event raised £750 for the boat's charity, Montrose School.

MORE than £1,000 has been pledged to eight runners from HMS Somerset who raced the frigate from Bristol to Devonport. The money will go to King George's Fund for Sailors.

The ship also presented £1,100 to Baytree School in Weston-super-Mare.

FUND-raising on board RFA Sir Tristram by crew and Royal Marines of 42 Commando in the Med and off Sierra Leone – including head-shaves, bingo nights, horse-race evenings and barbecues on the flight deck – raised £625 for the children's ward at St Mary's Hospital, Portsmouth.

LSA DARREL Ward, of RNAS Yeovilton, has handed over the £1,000 he raised in the London Marathon to the special care baby unit at St Michael's Hospital, Bristol.

ARTIFICER apprentices at HMS Raleigh in Cornwall raised another £4,000 for the Guide Dogs for the Blind Association, bringing the total number of dogs trained by Figgard Squadron to more than 30 in over 25 years.

NAVY teams have been invited to take part in 'the Big Event' – an attempt to get up to 3,000 people to scale up to 800 mountains in the British Isles simultaneously.

Teams of four are asked to tackle mountains suited to their standard to raise a minimum of £1,000 for Children's Aid Direct.

For details of the event, on September 10, call 0118 953 3238, or see www.bigevent.co.uk

A CYCLE ride by four sailors from HMS Shetland raised £600 for Pembroke House, Gillingham, the RNB home for seafaring veterans.

The four cycled from Portsmouth to Chatham in time for the Medway port's Navy Days, on a route that took in Hastings, Dover and Maidstone.

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Awesome throw wins gold medal for Julie

FOLLOWING last year's haul of 14 medals in the inter-Services athletics championships was always going to be difficult, writes Lt Graeme Riley.

But the Navy team gave it their best shot – and some individuals emerged with spectacular successes.

Surg Lt Julie Robin (RH Haslar) put in a superb discus throw of 38.13m, almost ten metres ahead of her nearest rival and 41cm best than the 24-year-old Navy record.

A dash from Haslar meant minimal warm-up time for the shot, killing off hopes of a medal double, but that could be on the cards for next year, as she finished just 17cm off third place.

S/Lt Carolyn Kenyon (HMS Richmond) couldn't retain her long jump title, coming second to the Army's talented L/Cpl Benjamin.

LPT Zoe Hambly (HMS Northumberland) managed a fine 3rd in the 200m, and having been at sea for last year's competition, she aims to make the most of her shore time from this winter.

Other medals came from S/Lt Laurie Evans (BRNC), who was third in the 400m hurdles, and WEA Nikki Stopforth, third in the 400m.

Mid Anna McNiece (BRNC) took silver in the high jump, just 5cm behind the winner, while POWWTR Vicki Norton Lynsey Gannon (Northwood HQ) and POWWTR Vicki Norton (CTCRM) were fourth and fifth in the 5000m, both breaking Lynsey's Navy record by some margin.

The highlight of the men's competition was a thrilling steeplechase.

Musn Tim Watson (RM Band) put in his best run of the season to dominate the steeplechase, making an early break with Mne Wayne Dashper (45 Cdo).

Tim broke away as the chasing group closed on Wayne, with Army and RAF runners passing the second Navy man.

But Wayne put in a kick 200m out, and had regained second spot by the home straight, hanging on to silver by the thickness of his running vest in a dip for the line.

LMEA Jason Gresswell (HMS Sultan) looked out of contention at the bell in the 800m, but put in a fast second lap to overhaul a tiring RAF rival and claim bronze.

Another bronze went to Lt Jamie Summers (CTCRM) in the hammer, with his superior technique giving him the edge over some much bigger athletes.

POAEA Dave Mitchell (RNAS Yeovilton) was third for the second year running in the javelin, and Musn John Roberts (RM Band) took silver in the high jump for the third year in succession.

OC Clinton Johnson (BRNC) and LMEA Mark Johnson were just edged out in a tight 400m, while Cpl Damian Todd (CTCRM) got the better of the RAF second string by three hundredths of a second in the hurdles. The 4x400m relay ended in confusion, with the track referee disqualifying all three teams and handing the inter-Services title to the RAF – although video evidence suggested the Navy were innocent victims, and thus deprived of another gold.

Bound for China

TWO Navy footballers, POPT Paul Willetts and CC Steve Johnson, have been picked for the prestigious two-week Combined Services tour to China next month.

Sport

All angles covered

PORTSMOUTH almost swept the board in the Navy coarse angling championships near Banbury.

Team captain CPO Kev Garwood led the way in the team match, and with support from CRS Roger Clacey, CPO Phil James and CPO Oscar Wylde, HMS Nelson took the team champions cup.

Portsmouth Associates – Knocker White, Phil Timms, Tony Medley and Pete Archer – won the associate team champions cup.

The individual match on the second day saw Nelson team regular Roger Clacey, of FOSF CXP, take the title of RN champion in what is probably his last champions match as a serving angler.

Last year's individual associate champion Dave Harper, from Derbyshire, retained his title, and his combined results over both days gave him the aggregate cup as well.

Nelson angler Lt Cdr John Evans won the specimen fish trophy with a 2lb 5oz crucian carp.

BAe backs hopefuls

DEFENCE giant BAE Systems has pumped £15,000 of sponsorship into the future of Royal Navy sport.

The money will be used for the development of young sportsmen and women who show the potential to move to the top of their chosen sport.

HMS Gloucester provided the backdrop for a gathering of such candidates, including decathlete Cpl Dave Bonsall (HMS Temeraire), athlete S/Lt

Carolyn Kenyon (HMS Richmond), yachtsman L(D) Richie Bailey (HMS Brocklesby), cricketer WCH Ursula Ball (HMS Fearless) and bobsleigh member Mne Lee Johnson (CTCRM Lympstone).

The cheque was handed to Second Sea Lord Admiral Peter Spencer by Robin Southwell of BAE Systems on the deck of the destroyer in Portsmouth.

Runner defeats horse

NAVY runner Mark Croasdale has put his name in the record books in one of the most unusual events in the athletic calendar.

Cpl Croasdale (RM Careers, Carlisle) took on a horse on a gruelling 22-mile course – and won.

In a special race, held in tribute to Lord Sutch, a devotee of the race who committed suicide just three days after last year's event, the organiser invited a horse and rider to take on Mark, five-times winner of the foot race.

And Mark picked up £1,000 by being the first man in the 21-year history of the competition to beat his opponent.

But he just failed to take an even bigger prize – the £21,000 on offer to the runner whose time was better than the other 15 horses.

As the horses set off at staggered times, Mark had an agonising wait to see if he had succeeded – only to find that he had been denied by 90 seconds, the fastest horse clocking 2hr 8min 39sec against Mark's 2hr 10min 9sec.

The course, from Llanwrtyd Wells in the Welsh Valleys, took in Drygarn Fawr Mountain and the Irfon River, and was ideally suited to Mark's fell-running abilities.

The heavy rain made for treacherous going which the horses found tough, particularly the steep descents.

Roama, Mark's opponent, also lost a shoe, which gave Mark the opportunity to forge a lead the horse was unable to close.

Mark has vowed to return next year to claim the big prize.

BRNC take hockey cup

THE WOMEN of Britannia Royal Naval College edged to victory in extra time of the Navy Hockey Cup final.

After beating HM ships Seahawk, Nelson and Sultan en route to the final, the Dartmouth women faced HMS Neptune at HMS Temeraire.

BRNC took the lead twice, but both times the Scottish team pegged them back, and at full time the score stood at 2-2.

With both teams tiring, extra time proved hard going – but the Dartmouth team made the most of it, scoring twice more to win 4-2.

Portsmouth's winning lines

PORTSMOUTH has won the inter-Command fly-fishing championships for the first time, beating teams from Devonport, Fleet Air Arm and the Royal Marines.

Fished at the Chew Valley Reservoir, near Bristol, the Portsmouth team – Capt Stu Ellins, Lt Tom Petigrew, CPO JJ Lloyd, PO Mark Glass and PO Scott Mitchell – caught 26 trout for a total of 63.05lbs, beating Devonport (55.06lbs) and RM (40.06lbs) into second and third places respectively.

Fleet Air Arm were fourth with 29.08lbs.

PO Nick Tomkins, of Devonport, caught eight fish for 22.08lbs, and Mne Duke Elsworth eight fish for 20.08lbs, but the solid all-round performance of the Portsmouth members gave them the team title.

A ROYAL Navy and Royal Marines team made their debut in the inter-Services martial arts championships – and caused a few ruffled feathers amongst their more experienced opponents, writes LPT Taff Davies.

The competition, held at RAF Cosford, comprised karate and taekwondo events.

Special mention goes to Lt Cdr Mark Rogers, of MOD Abbey Wood, who put up a brave fight against the current Army and European taekwondo champion, finally losing on points.

LOM Edgar (taekwondo), CPO Wilson, CPO Boyd, POPT Ireland and Lt Stubbs (karate) all fought their way to the second round of their respective competitions.

The RN/RM contingent showed courage and determination in facing the well-drilled and well-prepared RAF and Army teams, and on several occasions managed to shock their opponents.

But the lack of training and preparation in the Navy team eventually counted against them as the strength of the other Services proved too much.

A number of competitors showed plenty of promise, and the Navy team now plans to train together at regular intervals to sharpen their skills in preparation for their next challenge.

For more information on the Royal Navy Martial Arts Association, contact LPT Taff Davies at HMS Temeraire, tel 9380 25722 or 25721.



● Synchronised attack: MEM Lee Watts (right), of CFM Portsmouth, in action against an Army competitor in the taekwondo sparring competition. MEM Watts lost the contest on points.

Fitness suite re-opened

THE FITNESS suite at Britannia Royal Naval College has been extensively refurbished, thanks to donations from the Sailors and Fleet Amenities Funds and the RN Sports Lottery.

The Commanding Officer at Dartmouth, Commodore Mark Kerr, opened the upgraded facility,

and was shown around by the Sports Officer, Lt Cdr Paula Rowe, and PT staff.

Commodore Kerr said: "It is important to provide a modern facility for the use of all, and especially one that encourages both staff and students alike to partake of a personal fitness regime."

Swell showing in surf

COMPETITION proved tough against some of the best surfers in the country.

But a Royal Navy/Royal Marines team still managed to take seventh place out of 12 teams in the inaugural British Longboard Interclub Championships at Saunton Sands in North Devon.

Conditions were far from ideal, requiring hard work and determination.

The competition was in the form of 15 heats of four surfers, with CPO Dave Burr and PO Shaun Maloney coming second in their heats.

Team members were pleased with their performance, considering they were up against top surfers, including the British and European champions.

The next event for the RN/RM squad will be the British Shortboard Interclub Championships next month, which in the past has seen the club represent the UK in European competition.

Anyone interested in surfing should contact CPO Dave Burr at Culdrose 2207 or Lt Cdr Colin Pryde on Culdrose 2194.

RNR teams share shooting prizes

MORE than 140 members of the RN Reserve, representing ten of the 13 reserve training centres, competed in the RNR Rifle Association skill at arms meeting.

Teams from HMS Ferret and the RNR Air Squadrons competed for the first time, and competition was tight between the units – although there was a clear winner in the individual championships.

PO Nigel Raddie (HMS Sherwood) won the pistol, rifle and combined event by a clear margin, but the team trophies were spread around the centres. Commodore Gerald Wood, Commodore RNR, presented the trophies.

This year the reservists have re-entered the inter-Services matches, and will be sending a full team to the US National Guard skill at arms meeting in Arkansas.

RNR personnel who wish to be considered for the team should contact Lt Cdr Rex Thornborough at Cambridge URNU.

Winners: Vulture Cup, service pistol individual, Whitehead

pistol: PO Nigel Raddie (HMS Sherwood); Thames Cup, service rifle individual: PO Nigel Raddie; Tyne Cup, individual combined (match points): PO Nigel Raddie; Viscount Elvedon Trophy, pistol team: HMS Sherwood; Duke of Westminster Trophy, Whitehead SA80 team: HMS King Alfred; Thames Cup, FIBUA SA80 team: HMS Vivid; Graham Cup, Roupell SA80 team: HMS Sherwood; Cock of the Fleet (match pts): HMS King Alfred; URNU championship: Cambridge URNU.

Sheffield claim rare title

CRACKSHOTS from HMS Sheffield have claimed a trophy last won by a ship's team more than 20 years ago.

PO Frank Cannon, PO Ty Stock, OM Paul French and LWOM Alison Moore, on their debut, won the Orion Shield at the Plymouth and Scotland Area Rifle

Association meeting.

The frigate's Commanding Officer, Cdr Tim Lowe, said: "Only a very few ships have previously won this event, the last being HMS Leander in 1977; it is therefore an outstanding achievement for my ship's team to win the trophy at the first attempt."



Sport



Northwood have winning touch

THE INAUGURAL women's inter-unit touch rugby tournament was won by JSU Northwood – but it is hoped the real winner will be RN women's rugby in the future.

HMS Heron hosted the event, and with rugby becoming increasingly popular with women, eight teams competed in two leagues.

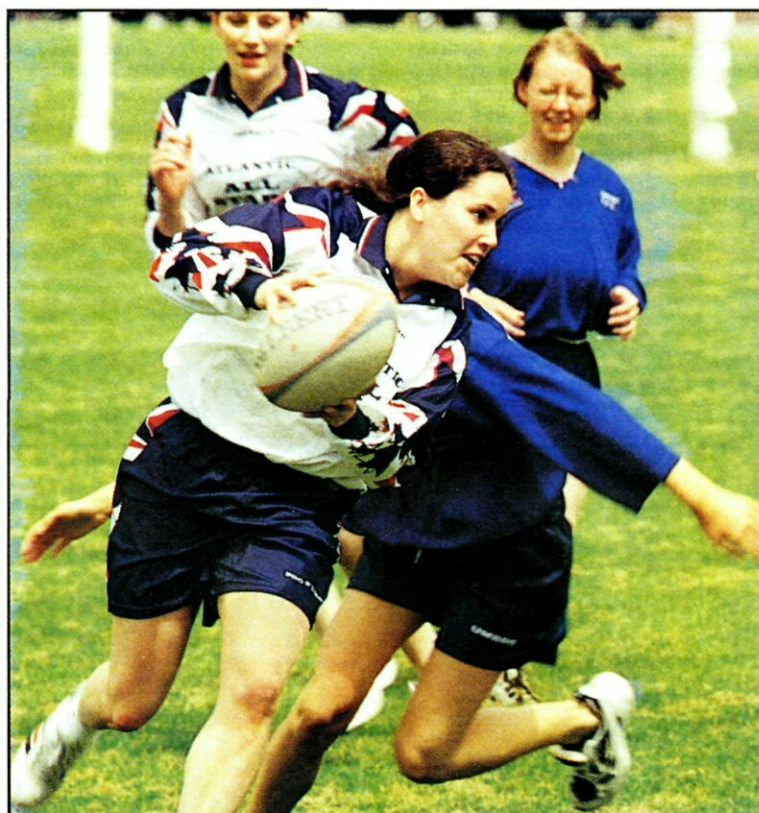
The tournament had two main aims – to introduce rugby to complete beginners, but also to give fun and competition to those who could already handle a rugby ball.

Accordingly, the players ranged from beginners to those who have played at national level, but the difference in ability did not detract from the enjoyment of the teams.

Northwood beat Haslar in the final, notching two tries and blocking out the opposition, but perhaps of greater importance was the level of interest shown by players keen to have a go at full contact rugby.

Any women interested in playing rugby should note that training is carried out in both Plymouth, with the Devonport Sirens, and in Portsmouth with the recently-formed United Services Ladies.

For more information, contact either the RN Women's rugby secretary on 9375 52838 or the RN Women's Sports Officer, Lt Vikki Ferguson, on 9380 23958.



● In touch: Action from the inaugural women's inter-unit touch rugby tournament at HMS Heron. A Haslar player, in red, runs the gauntlet of the JSU Northwood defence in the final (above), and a Northwood player (white) takes evasive action against Dryad in a league-phase game (top).

Davie floors champion

TWO NAVY boxers were selected to represent the Combined Services boxing team in Cyprus against the national side.

Mne Nick Isherwood's opponent failed his pre-bout medical, leaving the man from 42 Commando unable to box.

But OM Kev Davie (HMS Manchester) was matched against the national lightweight champion, and the sailor's hard jabs troubled the local hero early on.

Halfway through the first round, Davie landed a three-punch combination which put the Cypriot on the ropes, and after the mandatory count of eight a heavy blow sent the local champion sprawling out, delighting newly-appointed RN boxing coach POPT Q Shillingford.



● OM Kev Davie in Cyprus.

Royals tame the Paras in rugby clash

AN ENTHRALLING contest between the rugby XIII's of the Royal Marines and the Parachute Regiment ended with the Royals taking the honours.

The first meeting between the sides, played at the Paras' home stadium in Aldershot, was held during the town's Airborne Forces Week, ensuring a good turnout.

And although they were far outnumbered, around 50 Royal Marines made the journey to watch their colleagues in action – and made themselves heard as events unfolded on the pitch.

On paper the Paras seemed likely to have the edge, as the League code has been a more recent introduction to the Navy than the Army, but from the kick-off the Royal Marines made it

clear they were going all out for the win.

Fighting hard, and challenging at every opportunity, the tries came thick and fast, with the best of the afternoon coming from an interception, when one of the visitors grabbed a wayward Para pass and ran the length of the pitch to score.

And although the Paras competed fiercely throughout the game, the Royal Marines constantly showed more ideas in attack and an uncompromising defence, resulting in a final score of 36-0 and the Royals taking possession of the new trophy, the Trafalgar Cup.

Climbers head for the heights

THE INAUGURAL inter-Services sports climbing championships will be held next month.

The event, organised jointly by the three Service mountaineering associations, will be open to all regular serving members of the Royal Navy, Army and RAF, and there are two free climbing (lead climbing) categories – under-25s and Open. Entries will be limited to 15 competitors per Service for each category.

The championships are sponsored by Cotswold Essential Outdoor, Edelweiss Ropes and harnesses, High Places, and HB Climbing Equipment.

Any queries from Naval climbers concerning the event should be directed to RN co-ordinator Lt M. Cooke at RN air station Yeovilton, tel 93510 ext 6027 (01935 456027).

Entry forms have been distributed to Service establishments, and can also be obtained from Lt Cooke.

Golfing first

THE NAVY'S catering golf team broke their duck in their biennial match against their Army counterparts when they won the match 9-6 at Weymouth Golf Club.

The Senior Service had never won the challenge, and only achieved a draw on one occasion, that being an abandoned rain-soaked match.

This year's match was even after the pairs, but the Navy went on to win six, half one, and lose three in the afternoon.

The trophy was received by Lt Cdr Nigel Waters.

Third time unlucky for Navy swimmers

HOPES of a third successive win in the men's inter-Services water polo and swimming championships were dashed when unavailability and injury left them as runners-up in both competitions.

The water polo team's first game against a fast Army team ended in 11-3 defeat, so coach Mick Flaherty put the second string in against the RAF to give them a taste of competition – and the Navy managed to edge out their hosts 10-8.

A win by the RAF in the final match would have given a three-way draw, but despite much support from the Navy, the airmen went down 7-6.

The swimming started badly, with last year's 800m freestyle winner and runner-up trailing 5th and 6th, and despite wins from C/Sgt Nick Vaughan (twice), CPO Micky Nolan and S/Lt John Penson, the RAF had built up a winning margin.

The women's swimming team managed a much better show than 1999, doubling their points tally – although still finishing third.

Junior GB international NN Karen Fisher, on her competition debut, knocked eight seconds off the 220 breaststroke record, and more than four seconds off the 110 backstroke mark.

Good support came from LAEA Georgina Essan, LWTR Rachel Kirkam Fearon and Mid Mason-Matthews, but with a third of the RN women's team currently in sea-going billets, it was always going to be a struggle.

Ship breaks stranglehold

THE six-a-side team from HMS Edinburgh broke the Portsmouth area shore establishments' grip on the cricket festival trophy when they beat HMS Nelson in the final.

Even though the destroyer

is in dry-dock, and in the middle of a period of leave, the team made short work of the shore base, scoring 54 for 3 in their five overs while restricting Nelson to 27 for 4.

The tournament was hosted by HMS Sultan.

RN refs win promotion

THE FOLLOWING RN football referees have been promoted:

To Class One: WO2 Phillip Shuttleworth (HORM), PO Tony Gay (HMS Westminster). Class One referees are eligible for FA Cup games this season.

To Class Two: CPO Mark Thompson (Culdrose), CPO Gez Barratt (RNSLAM), PO Steve Frampton (MASU Fleetlands) and LPT Keith Gawler (Sultan).

Also progressing up the football pyramid are PO Kevin Greening (HMS Marlborough), selected for the Dr Martins Southern League, WO Paul Heanes (CFM), CPO John Coleman (HMS Invincible) and CPO Steve Cox (HMS Nelson), to the Ryman League, while WO Andy Matthews was promoted to the Western League.

Anyone who is considering becoming a qualified referee should contact Lt Neil Wagstaff on 9380 25204.

Existing referees who seek promotion should contact CPO John Coleman in HMS Invincible, BFPO 308.

French course

MEMBERS of the Portsmouth Royal Navy Golf Club have completed an overseas tour – just for a weekend.

A total of 17 players, ranging across the spectrum in terms of handicap, age and rank, were involved in the tour, based at Des Ormes in Northern France.

The 6,660-yard course was in excellent condition, and the Navy players competed in a number of medal and stableford events.

Ten golfers received prizes at a presentation dinner, and Mike Marshall was the overall winner for the weekend.

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Sport



Navy fails to break cricket losing streak

IT HAS been a thin time for Navy cricket, with only the Under 25s managing to achieve positive results as the senior side continues to lose on a regular basis.

A very poor display at Vine Lane, Uxbridge, saw the Navy collapse from 92 for 4 to 103 all out, writes Lt Cdr Jim Danks.

Mne Sean Needham took the attack to the bowlers with a 42 which included two sixes, and when MCCYC slumped to 33 for 4 in the eighth over, it looked like the visitors had a chance, but no more chances were taken and the home side won by six wickets.

Having won the toss against the Civil Service at Portsmouth, the Navy put the visitors in and were

rewarded with two early wickets.

But the civilians paced their batting well to make 238 for seven in their 50 overs – and another disappointing display saw the RN all out for 111.

The following day saw a much-improved performance against the British Police.

Excellent batting by WTR Chris Potter and Lt Cdr Piers Moore restored some pride as they made a stand of 121, Moore being run out for 40 and Potter notching his first RN century with 108.

The bowlers responded with three early successes, and the Police at one point were seemingly out of the match at 74 for 6.

But a seventh-wicket stand of 97 revived the Police, who reached the required score with ten balls

left and two wickets remaining.

But the standard dipped again when the Senior Service took on Lashings CC at Maidstone.

West Indian Test player Junior Murray made 141, and his team rattled up 266 for 3 in 45 overs.

Half the Navy side reached double figures, but did not build on it, and the side ended 80 runs short at 186 for 7, with AEM Steve Robinson (44) and S/Lt Andrew Ainsley (30) offering resistance.

The scores were similar in the match against Dorset at Portsmouth, with the visitors making an opening stand of 239, and finishing on 272 for 5 in 50 overs.

The Navy began positively, and were ahead of the run-rate at the halfway point, but once the middle order had been dealt with the tail

quickly followed, and the margin of defeat was 81 runs.

Forthcoming fixtures include: Aug 3 v British Universities Alumni (Portsmouth); Aug 9 v RAF at Aldershot (Day 1 Inter-Services); Aug 10 Army v Losers Day 1; Aug 11 Army v Winners Day 1; Navy Cup Final, Aug 2: HMS Drake v HMS Nelson, (1400, Portsmouth); Aug 6: RN Women v Sussex U19 (Portsmouth).

The U25s enjoyed more success than their senior colleagues this season. The side lost their first game in May by just two runs, and they beat the London Fire Service, the RM and US Portsmouth in the run-up to inter-Services.

In the first match of the competition, a wet wicket meant the Navy were always in trouble against the eventual winners from the Army, having been put in, and from 18 for 6 were lucky to set a target of 102.

But the team picked itself up for the next match, against last year's winners from the RAF, and restricted the airmen to 241 for 7.

The reply was steady until a late onslaught by S/Lt Andy Ainsley, whose 75 in 53 balls helped his team to a tie.

■ The RN Women lost their first fixture, at home to Hampshire U19 Women, scoring 77 for 7 in reply to the county total of 248 for 2.



● Battle for supremacy: Lt Cdr Adrian Aplin (dark blue) tussles with Lt Mark Dollar in the Rundle Cup match at Tidworth Garrison.

RN polo cup bid fails

A HALF-TIME reshuffle failed to produce the necessary impetus for the Royal Navy in their Rundle Cup clash with the Army in front of 3,000 spectators.

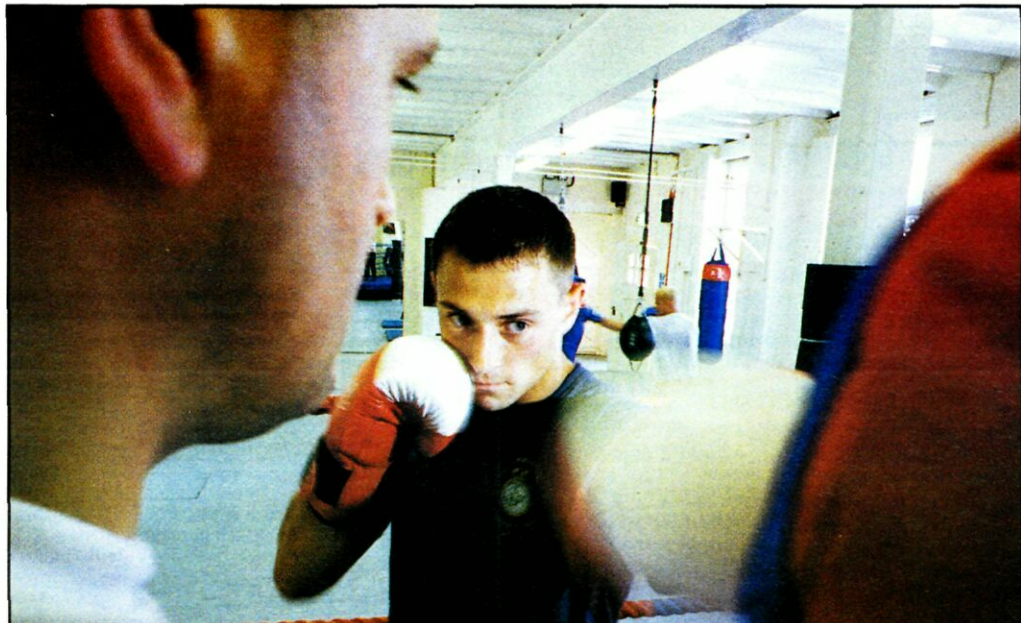
A late change to the Army side boosted their strength and gave the Navy, led by the Prince of Wales, a half-goal start on handicap.

This was increased by Cdr Richard Mason early in the game, but the Army soon brought pressure to bear, and field goals put them 4-1½ up at the interval.

Cdr Mason and Lt Cdr Ian Annett changed position before the resumption, and the Navy enjoyed a brief revival with Lt Cdr Adrian Aplin and Prince Charles adding to the tally, but the Army stayed in front to win 5-3½.

The Rundle Cup, sponsored by Humayun Mughal of Akhter Computers, was handed over by First Sea Lord, Admiral Sir Michael Boyce.

The match also raised money for INSPIRE, a charity for rehabilitation of those with spinal injuries.



● On target: OM Justin Lord receives instructions from HMS Drake boxing coach LPT Daz Blythin at the new Plymouth Area boxing gymnasium, opened by Commodore Richard Cheadle, Naval Base Commander, Devonport. The new facility provides a 15ft training ring as well as modern training equipment. For more information about the gym and coaching sessions contact the Wyvern Centre, HMS Drake ext 65257 or 65375.

Golf title decided late in the day

An EXTREMELY busy period in the RN golf calendar was highlighted by another exciting finish to the men's strokeplay championships at Woodbury Park, writes Cdr Gary Skinnis.

S/Lt Terry Taylor (RNAS Culdrose) had to produce some of his finest golf to win his third title by one stroke from MA Scott Gilbert (RM Chivenor).

The Nigel Mansell-owned complex near Exeter provided a splendid setting for this year's championships.

The first-round lead was shared by Navy captain and reigning champion Lt Guy Norris (810 NAS), Taylor and Gilbert with commendable 75s.

They were closely followed by Lt Cdr Kevin Seymour (USA exchange) with 78 and Cpl Nigel Small (JSCSC Bracknell) on 79.

A combination of an excellent second-round 72 from Gilbert and a disappointing 78 from Taylor saw the young MA open up a six-shot lead.

Two rounds in one day at this level is always likely to cause fatigue, but ironically it appeared that Gilbert, the youngest of the protagonists, was the one to suffer most.

He struggled to a 77 in the second round, while Terry Taylor recorded an excellent 74 to trail by three.

Gilbert and Taylor were drawn together in the final round and, at the halfway mark, the gap remained three shots in Gilbert's favour.

It was at this stage that Taylor began to turn it on, and two early birdies on the back nine reduced the deficit.

Gilbert responded with birdies, and the gap was one on the 17th tee, but Gilbert's errant second shot to green brought a double bogey, while Taylor's immacu-

late birdie put him in control. He had the luxury of a three-putt on the final green to claim his title. Norris took third place.

The lowest round of the championship was by rising star Mne Richard Baker, with an excellent 70.

The team event was a tight contest, with the Royal Marines grouping better than the Naval Air Command in the final round to take the title for the first time since 1986.

The previous weekend saw a gathering of the Navy ladies squad at Cumberwell Park for a combination of coaching, the Ladies Championship and a match against the club ladies.

Although the attendance of eight was disappointing, much was gained from the coaching, as was evident from the championship, when ladies' captain Cdr Moira Hoath (AFPAA Centurion) fought off the challenge of favourite LWPT Wendy Briggs (HMS Sultan) to take the title by one shot.

POWRN Carol McMurtry (Culdrose) took the handicap prize with a net 70.

The club match against Cumberwell Park ended 2-2, with two decided on the final green, and the match against Lee-on-the-Solent was also halved.

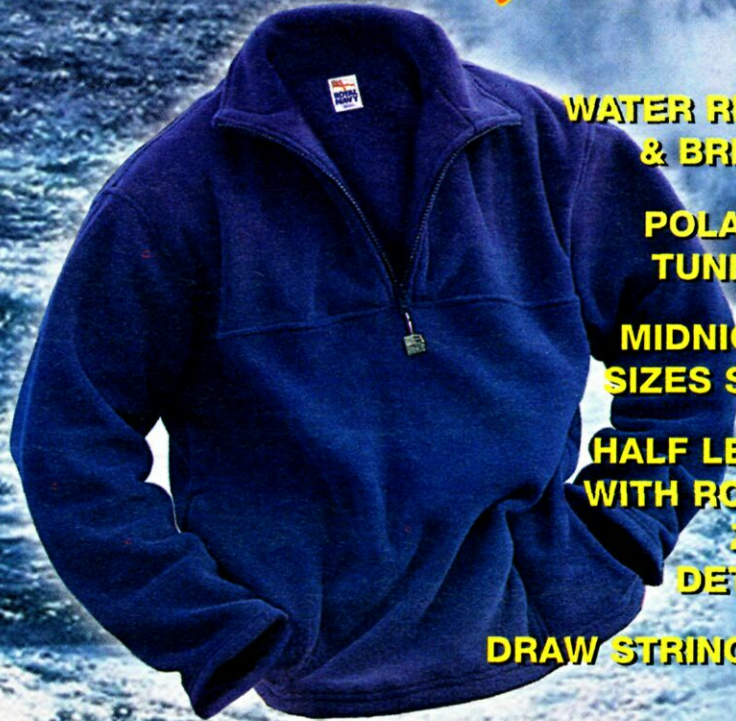
The men took on Dorset in their annual match at Canford Magna, a traditionally close affair, which ended as a draw when the Navy pair of Cpl Joe Sharp (CTCRM) and CPO Steve King (HMS Gloucester) won the final hole.

Five teams competed in the Navy Cup final at the China Fleet Club.

Raleigh and Drake were neck-and-neck at halfway, but Drake pulled away in the afternoon to take their fourth win in five years. Individual honours went to Pat Dinmore and Alan Stokes, both from Drake.

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Manchester's Independence in New York

TRIPPING the light fantastic in New York are these five sailors from HMS Manchester, which was alongside the Big Apple on US Independence Day – July 4.

Undaunted by the rain, the sailors enjoyed a free concert in Times Square. They are LS Kev Marlay, LS Tanzy Lee, SEA Nick Phillips, SEA John Southern and OM Al Murrell.

The Type 42 destroyer sailed up the Hudson River to represent Britain in Op Sail 2000, a gathering of 48 multi-national warships and 15 tall ships stretching for 16 miles.

The ships were reviewed by President Clinton embarked in the cruiser USS Hue City. Later, the Manchester was open to visitors.

Death rate of Gulf veterans not abnormal

THE FIRST Gulf health research project of its kind to be published has revealed that the death rate among Gulf veterans is not significantly higher than the number of deaths among Service people who did not serve in the Gulf.

The independent report, commissioned through the Medical Research Council, shows that up to the end of March last year, 395 Gulf veterans out of a study group of 53,000 had died.

That compared with 378 from a randomly selected group of Service

people of similar size and comprising people matched for age, sex, rank and length of service – but who did not serve in the Gulf.

The report, published in the Lancet, showed that death from 'external' causes, such as accidents, was higher among Gulf veterans – 254 compared with 216. However, death from disease-related causes was lower among the veterans – 122 compared with 141.

The study is the first such project funded by MOD to be published – and is the first of its kind to publish peer-reviewed, scientific data relating to the mortality of UK Gulf veterans.

Welcoming publication, Armed Forces Minister John Spellar said the study was a major contribution to research.

"We will monitor the mortality both of Gulf veterans and the comparison group and will publish updated figures on a regular basis," he said. "We will also continue with our £6 million of scientific research

Settlement over women Commandos challenge

A CHALLENGE to the exclusion of women serving as Royal Marines Commandos has been resolved by agreement.

Proceedings against the Ministry of Defence by would-be Commando recruit Angela Sirdar have been withdrawn. The decision was announced by the Equal Opportunities Commission.

The challenge by Mrs Sirdar, an ex-Army chef, was withdrawn without admission of liability by MOD, on a basis satisfactory to both parties. However, as a token of its regret over the distress which the episode has caused Mrs Sirdar, MOD has given her £2,000.

Mrs Sirdar served with 29 Commando Regt – a Royal Artillery unit attached to 3 Cdo Brigade – before she was made redundant in

1994. With other redundant chefs she was invited to apply for a post with the RM chefs branch, but this was withdrawn when it was realised she was a woman.

Chair of the EOC, Julie Mellor, recognised that the Armed Forces were continuing to extend opportunities to women.

She said: "The EOC is encouraged to see that trials are now under way to examine the performance of mixed-gender units in combat roles. The EOC believes that access to all posts should be based only on each individual."

Armed Forces Minister John Spellar said MOD continued to believe that units whose primary purpose was to close with and kill the enemy should recruit only men, but that the MOD was committed to keeping the policy under review.

Monmouth ends Gulf mission

HMS Monmouth has ended her Gulf patrol and was due to arrive in Devonport on July 27.

The Type 23 frigate's last port of call en route was Valencia. Meanwhile, the ship's company, in relaxed mood, raised £240 for the ship's charity, St Briavel's School for special needs children, by holding a 'village fete' on the flight deck.

DARING BOOST

■ From page 1

mission to develop facilities at Woolston but we have also been examining the possibility of the ships being built by VT at Portsmouth Naval Base.

"We will shortly submit a planning application that will allow us to evaluate, and if advantageous we could develop shipbuilding facilities on that site."

The new D-class ships are designed to replace the Royal Navy's existing Type 42 destroyers and they will have a top speed of 29 knots and a range of over 7,000 nautical miles.

The main armament will be the Principal Anti-Air Missile System (PAAMS) which is being developed in collaboration with France and Italy.

The system will equip the Type 45 to defend itself, other ships and British forces ashore from attack by a new generation of supersonic, stealthy, highly manoeuvrable missiles.

PAAMS is being designed to deal with missiles that have sea-skimming or steep diving flight profiles, even when they are fired in salvos from several directions in an attempt to overwhelm air defences.

Type 45s will also have a Multi-Function Radar (MFR) for surveillance and fire control, a Long Range Radar (LRR) for air/surface search and a Sylver launcher with a combination of 48 Aster missiles.

The ships will also be large enough to accommodate vertical launchers which could carry cruise missiles if the requirement for a land attack capability arose.

Other weapons will include helicopter-launched Stingray torpedoes, a 4.5in Mk 8 Medium Calibre Gun system, and a Surface Ship Torpedo Defence system.

The D-class will have a ship's company of 190 and will be able to embark a force of up to 60 Royal Marine Commandos. An order for the second batch of ships is expected to be placed in 2004.

Drake's Fair draws 1,500

DESPITE poor weather, HMS Drake's Fair Sunday on July 8 drew crowds of 1,500.

The fairgoers were treated to tours of HM submarine Valiant and bus tours which took them past HM ships Ocean and Chatham, recently returned from Britain's mission to Sierra Leone.

Attractions included an interactive displays, a mini assault course for children, the Royal Marines Band of HMS Raleigh, a police dog display team and a wide variety of stands.

Saved – those kisses for me

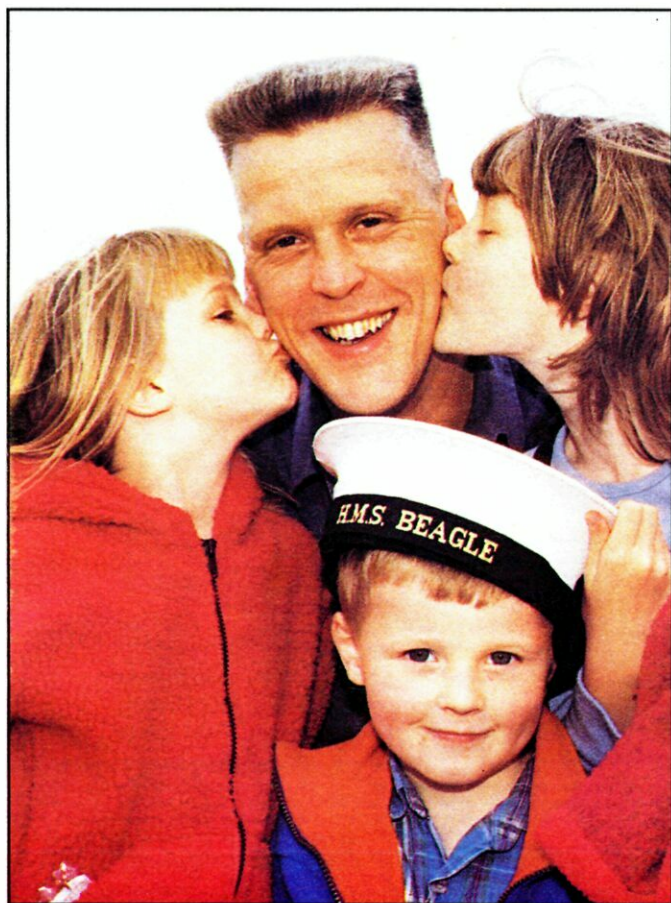
THESE BIG kisses had been saved up for LSA Paul McCarthy by his daughters Carys (left) and Megan – and his son, Ieuan – for his return home to Devonport with HMS Beagle.

The survey ship had spent six months operating in the Gulf and Mediterranean, having left in January as part of a task group led by the carrier HMS Illustrious.

In the Gulf she took part in exercises and surveys with Bahrain, Saudi Arabia, Oman, the United Arab Emirates and other Gulf states.

HMS Beagle, under her Commanding Officer Lt Cdr Derek Turner, spent eight weeks in the Mediterranean supporting major NATO exercises.

Although enjoying some port visits during the deployment, the ship spent three-quarters of her time at sea. She will enter refit before returning to service early next year.



Trafalgar back with Cruise

HMS TRAFALGAR is back – with a heavier punch than before.

The submarine has completed sea trials after a six-month docking period, during which she was modified to take the Tomahawk land attack missile (TLAM) – the first upgraded SSN to get the Cruise missile system.

But it was not all work while on sea trials – OM Burt managed to organise a raffle which raised £217 for Derriford Hospital Cancer Ward in Plymouth.

Trafalgar will undertake TLAM test firings in the USA later this year.

Wren's killer jailed for life

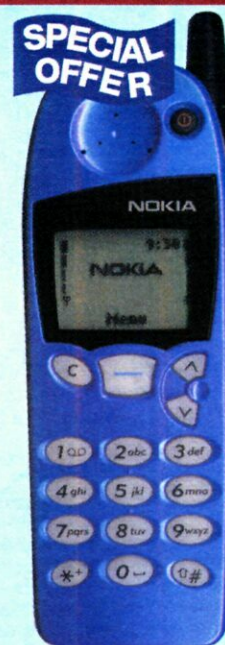
THE KILLER of Wren Tammy Williams has been jailed for life at Plymouth Crown Court.

Stephen Smith (33) pleaded guilty to murdering the 23-year-old Leading Wren photographer who had gone to his Plymouth flat against her will after she had spent a night out in the city in April 1998.

Evidence had been given that Smith strangled Tammy after she resisted his advances.

An earlier conviction for the murder had been quashed on appeal, and a re-trial ordered. It was at the second trial that Smith changed his plea to guilty.

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The GANG PLANK Club

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IT'S TIME TO HEAD FOR THE WATER AND SPLASH OUT - But remember BE SAFE AND FOLLOW THE FOUR POINT WATER SAFETY CODE

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If you want to know more about the Safety Code write to Captain Plank and he'll make sure you get the information (Don't forget to include your name and address!)



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SUZI SAYS "DON'T BE A WRINKLY PIRATE"

IT'S GREAT TO GET OUT IN THE SUMMER BUT SUZI SAYS BEWARE! IF YOU SPEND TOO MUCH TIME IN THE SUN YOU COULD END UP ALL WRINKLY LIKE SOME OLD PIRATES. MAKE THE SUN FUN BUT REMEMBER...

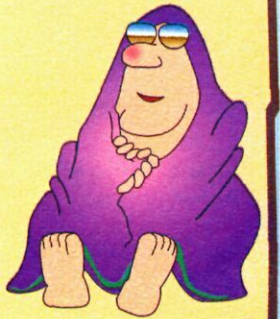
Hats are cool, so for a top, safe look slam on the hat



Slap on the sun cream - and make sure its strong enough!

We have some great sun cream to give away. Captain Plank will give away 5 sets to the first 5 lucky members who write to him. Don't forget your name, address and telephone number.

Cover up before you burn up!
Its not just your face that can get sun burnt - those rays are pretty clever at getting at all those tender places like round your neck and at the back of your knees



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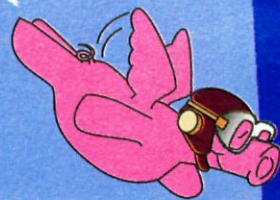
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THE GANG MET THE NAVY AT SWANSEA IN HMS EXETER AND AT NEWCASTLE IN HMS YORK



A Great Day out at the Beach!

LOOK OUT ON THE BEACH!

It's holiday time - so head for the beach!! As well as great games to play on the beach there are loads of things to find - why not do some serious exploring! Look out for:



Glass - be careful about broken glass of course, but on the beach you can find some very special glass. You'll find tiny pieces of green and white glass which have been polished smooth by the sea and sand.

Splendid Stones - there are pebbles of all shapes and sizes - and some have surprises, sometimes you can find fossils in them and sometimes there will be shells and seaweed attached.



Seaweed - there are loads of different types. Collect tiny bits of each, put them in pieces of paper towel and take them home so you can find out their names.



Sea life - if you look into rock pools quickly you might not find anything, but if you keep on looking you should see some sea life moving. Pools are usually full of tiny Shrimps, little Crabs, Winkles, Limpets and

Sea Urchins. See how many you can see - remember not to take anything out of the pools for too long.



Rubbish - Yes most beaches have horrible rubbish that looks just gross! Why not make the beach look better for kids by picking up some rubbish and taking it away to a bin. (If you do this make sure you wear some old rubber gloves and watch out for sharp objects). (Sealife pictures courtesy of Dorling Kindersley).

Airmen visit sick children

POORLY youngsters at Alder Hey Children's Hospital at Liverpool were cheered up by airmen from the aircraft carrier HMS Invincible.

Members of 814 Naval Air Squadron took off from the ship and flew to the hospital in a Sea King helicopter while the HMS Invincible was visiting Liverpool, one of many visits to ports all over the UK during 'Meet Your Navy 2000'.

Children who were well enough to go outside were able to look around the helicopter and sit in the pilot's seat.

And the airmen also went inside to see other children on the wards, and answered lots of their questions about flying in the Royal Navy.

Birthday Cong

Jamie Abbott	Joshua Forth
William Adams	Matthew Foxcroft
Benjamin Alaimo	Craig Francis
Luke Alsopp	Liam Frost
Thomas Andrews	Kerry Goddard
Claire Aspin	Lauren Gould
Rory Baker	Jennifer Hall
Rhannon Bell	Sarah Hamilton
Simone Bennett	Rhys Hammon
Joshua Bentler	Sean Harkett
Mitchell Birch	Catherine Hartland
Sam Blount	Ashley Harvey
Mathew Bolton	Donna Haryanto
Christie Bridgeman	Matthew Heyter
Lauren Bridgeman	Joshua Heaps
Ben Broadmore	Shaun Hearn
Bertie Brown	Daniel Hethrington
Zoe Brown	David Holtum
Sam Butt	Alex Hopkins
Ellie Carrick	John Hughes
Malsie Carscadden	Gregory Jackson
Jonathan Casper	Scott Jackson
Rosie Channon	Thomas Jenkins
Scott Clark	Lucy Jones
Christopher Clayton	James King
Leonie Colgrave	Steven Lambert
Tara Colwell	Emma Lampert
Joel Conneely	Joshua Lawrence
Michael Cullip	Anthony Lawson
Thomas Davis	Craig Lewis
Lee Dewes	Sarah Liff
Liam Dawkins	Bianca-Adale
Sarah Diamond	Loannou
Dean Dowdall	Christopher Lockyer
Thomas Duell	Stephen Mann
Thomas Dyson	James Mansfield
Lauren Ebdon	Daniel Mansfield
David Eldridge	Aaron Martin

Inspector Plank Investigates...

Places we go on Holiday

Captain Plank loves holidays. He's been to lots of countries and always keeps notes on where he's been. If you are going on holiday why not take a notebook and keep notes on what you do and where you go. Then tell Captain Plank all about it!

This month Captain Plank opens his notebook at his FACTS ON FRANCE

Where is France?

France is part of Europe. Its neighbours are Spain, Switzerland, Italy, Germany and Belgium. It's the first country you reach if you cross the English Channel.

How big is it?

551,100 sq km - That's over double the size of the United Kingdom

What language do the people speak?

French! The word for hello is "BONJOUR" and for good-bye "AU REVOIR". For Thank You you say "MERCI"

What's the weather like?

France has different types of weather - In the West, in places like Le Havre and Bordeaux it's rather like the south of England with cool summers. In the East, near Germany, there are cold winters and hot summers. In the mountain ranges and around Paris and the centre of France there are also cold winters and hot summers. In the South there are mild winters and very hot summers.



Do they have a Queen?

No, the French people have a President who is elected, a bit like our Prime Minister.

What are the main cities

Paris is the capital of France, famous for the Eiffel Tower, lots of bridges over the beautiful River Seine and the amazing Notre Dame Cathedral (Do you remember

the cartoon film, Hunchback of Notre Dame?). Other major cities in France include Marseilles in the South, Lyons in the East, Bordeaux in the West.

How many people live in the country?

58 million people, about the same as Great Britain.

What kind of money do the people use?

You can use two types of money in France - the French Franc and the Euro, the new European currency.

An interesting French fact!!

- France has 35,000 Boulangeries - that's where they sell the lovely french bread, and French people eat 3.7 million tons of bread every year - YUM YUM!

Spot the differences between picture A & B

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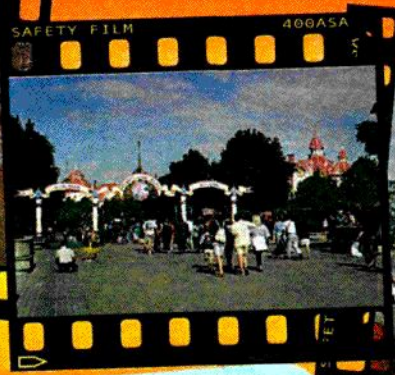
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The Gang Plank's Picture Book



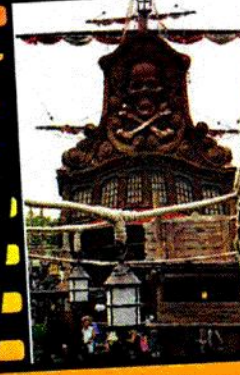
Off we go! Through the tunnel across the fields of France



Here at last! The Gang are so excited



So much to see - and a magic castle as well



Ship ahoy! Watch out for Pirates



Cap'n Plank sees a girl Pirate. But who's the prisoner?



What's Suzi up to - Half Pirate, half crew!



Off Fantasy strange

Congratulations!

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Art Meyer
Catalie Mithell
Cariett Sweeney
Lewis Moore
Shirley Morey
Melanie Morgan
William Morton
Alexander Muller
Phillip Murphy
Yrle Murray
Ian Nevatte
Kristian O'Keefe
Luke Orchard
Olivia Palmer
Joseph Parkin
Paul Patrick
Mary Peckham
Candace Phillips
Adam Pitts
Krystina Preston
Rebecca Ready
Charlie Reed
Emma Reid
Kristian Ridler-Lee
James Roberts
Joseph Roberts
Daniel Rose
Thomas Rowe
Rebecca Rush
Johnathan Russell
Sarah Sampson
Lee Samuels
Jodie Savory
Curtis Seaward
William Short
Robert Simmons

Oliver Simpson
Gemma Simpson
Cameron Sinclair
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Lucy Stafford
Harry Stileman
Paul Sutcliffe
Gemma Taylor
Joe Taylor
Christopher
Temple-Murray
Gary Thompson
Liam Timson
George Tindale
Tommy Tipton
Lauron Upson
Melanie Wakefield
Avril Ward
Richard Wardle
Natalie Warne
Luke Webb
Louis Weinzwieg
Alexander Wells
Andrew Whaphott
Jessica Wheeler
Philip Whitehurst
James Whittingham
Nicola Wilcox
Michael Wilkes
Sophie Williams
Alexander Williams
Bryce Wilson
Katie Wingrove
Sean Wolfendale

GAMES ON

On a Sandy Beach
Make your own Sports pitch!

Sandy beaches are great for marking out sports pitches, football, volley ball, tennis, almost anything you want – and if you get bored you can just rub it out!

Rule a Sand Kingdom

Don't just build a boring old sandcastle!

Why don't you and your friends build a whole town? Each of you can build a part of it, the Police Station, the Town Hall, the shops, the cinema and the sports centre.

Then you can give it a name.

There are lots of other things you build in the sand – pools and dams, race tracks, hill climbs for toy cars, pretend furniture – sofas, chairs and tables.

**THE BEACH**

On a Pebbly Beach
Play skimming stones!

Find some flat stones, go to the edge of the water and throw them like frisbees. The aim is to get the stones to bounce along the water – see who can get the most bounces!

How about Hit the Target!

Find a piece of beach where there are no people and set up a target, it could be a plastic drinks bottle, a tin can or even a t-shirt.

Each person selects 10 stones and stands behind a chosen line. The winner is the person who hits the target the most times! (Don't forget to pick up the target after the game).

**JACKS Scrambled Suitcase**

Jack's been looking forward to going on holiday for ages. But he's got to pack his suitcase and just can't make up his mind what to do.

Jack has made a list of everything he might need and put them on his computer. But HELP - the computer had flipped and scrambled up the list. Can you help Jack unscramble his list so he can pack his suitcase?

Riths-t Storhs Cketub
Nus eacrm Emag yob
thoot Urbsh Umperj okob

Did you unscramble them all. Answers on the back page!

WIN!

Brittany Ferries
as relaxing as being there

WIN!

A Family crossing from Portsmouth to Caen on board the 'Normandie'

The prize is for 2 Adults and 2 Children with car and is valid until June 2001. (This does not include Peak Season July & August or over Christmas & New Year)

Answer this question correctly and send your answer on a postcard with your name, age and address to:-

The GangPlank Club, Navy News, HMS Nelson, Queen Street, Portsmouth, Hants PO1 3HH

Question:- What language do they Speak in France?

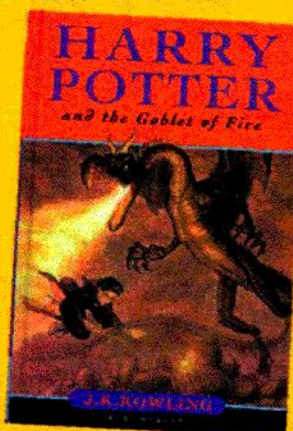
The Editors decision is final. Relatives and employees of Navy News are ineligible.
Closing Date for Entries:- 30th September 2000

Attention all Holiday Bookworms!!!
BIG NEWS – Hot Off the Press

The new HARRY POTTER book is now OUT!

Here's Susie's quick guide to Harry Potter and the brilliant books about him by J.R. Rowling:

1. Harry Potter thinks he's an ordinary boy until he discovers he's a WIZARD.
2. Harry goes to a very strange school – Hogwarts School of Witchcraft and Wizardry!
3. His favourite game is Quidditch – What's that? Harry says it's "like basketball on broomsticks with six hoops".
4. Harry's best friends are called Ron and Hermione.
5. Harry has some deadly enemies that he has to fight off including a boy called Malfoy who's pretty awful to Harry at school!
6. Harry Potter's adventures are soon going to be made into a MOVIE! Bet everyone will be racing to the cinemas to see it!



Butlins
Family Entertainment Resorts

It's the best - no matter what the weather!

Butlins for day visits, holidays, functions & conferences

For your chance to win, simply find and circle the 5 words in our Butlins 'Word Search'. It's easy!

Then send your completed entry before 30 September 2000 to:
The Gang Plank Club, Navy News, HMS Nelson, Portsmouth, Hants PO1 3HH.

The prize is a Midweek or Weekend Break for 4 persons in a Self-Catering Gallery Apartment at any Butlins Family Entertainment Resort in Bognor Regis, Minehead or Skegness. Prize excludes Bank Holidays, School Holidays, Festivals, Christmas & New Year & is subject to availability.

Name

Address

Post code

The competition is open to all except Rank Group, Navy News employees and their families. No cash alternative will be offered. The judges decision is final.

Win a weekend or midweek break for your family!

There is so much to do at Butlins Family Entertainment Resorts, whether it's for a day out or a holiday - you just won't know where to begin!

Maybe at the traditional funfair, or Splash, the sub-tropical waterworld with its scary Space Bowl and gravity-defying Master Blaster rides, or the outdoor fun pool, or in the massive weatherproof Skyline Pavilion, where you could come across the Puppet Master, musicians, circus performers and dancers providing great entertainment!

You may want to meet Noddy or see Noddy's Toy Town shows or just go wild with excitement in Fox Kids 'Rumble in the Jungle', outdoor play area (weather permitting). There are fabulous shows that mum and dad will enjoy too! There's just no end to all the fun so...

See you there!

R	E	S	O	R	T	S
N	X	K	F	S	K	P
O	S	Y	Z	P	S	L
D	V	L	U	A	E	A
D	Z	I	V	C	O	S
Y	B	N	W	E	Q	H
V	Y	E	T	P	X	Z

Story Of Their Trip To Disneyworld

to Land – animals!

In their very own car, It's who we came to see!

Just strolling in the park. He's Grr-eat!

A telling off from the Queen in the parade

Close up with Pluto

The Gang want to take one home – Please?

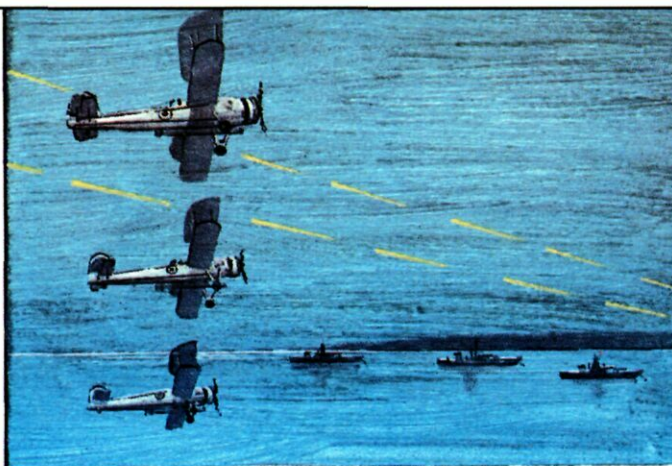
Ah-ha That be a strange present, me hearty!

The harbour at Taranto has become an inferno as the Swordfish bombers from HMS Illustrious tear into the Italian Fleet...

THE BATTLE OF TARANTO



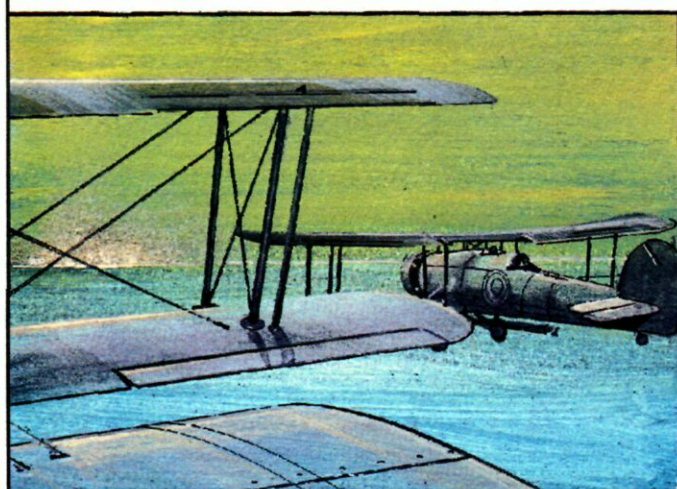
Lt Swayne — who had been first to arrive on the scene — drops his torpedo only 400 yards from the battleship Littorio and just manages to clear her masts as his aircraft (L4K) is rocked by bursting shells.



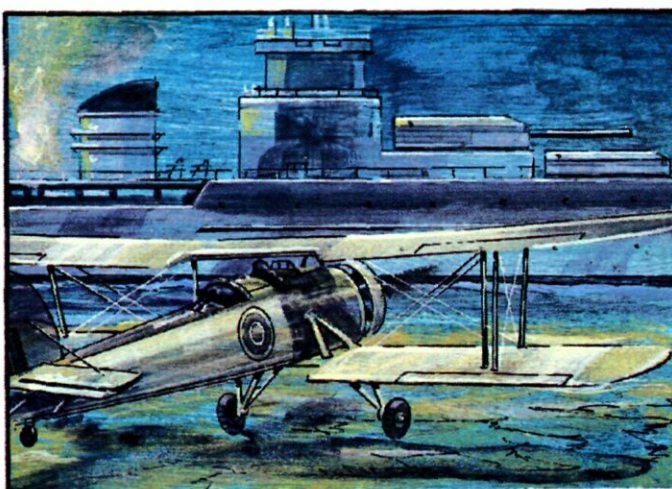
Three more Swordfish follow across the anchorage, selecting their targets through a storm of anti-aircraft fire.



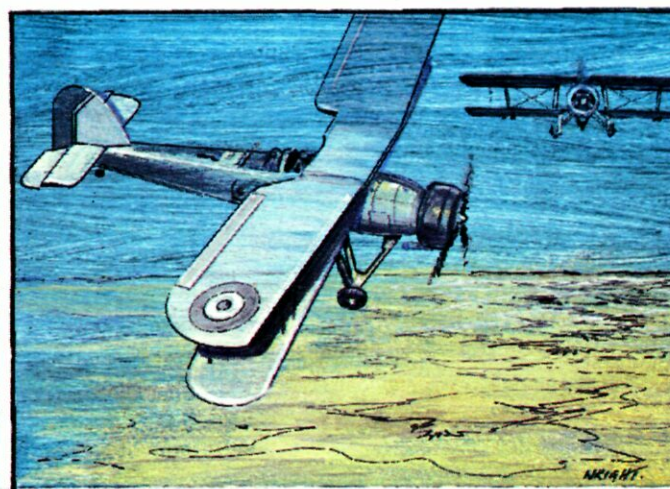
Meanwhile, the rest of the aircraft from the first flight are bombing the inner harbour ships and shore installations.



By the time the second wave approach, they can see Taranto 60 miles away, lit up by the fires of the burning ships.



Lt Cdr JWHale also aims for the Littorio, coming in low with his wheels almost touching the water as the huge ship looms up above him.



As pilot Torrens-Spence dives towards his target, he sees another Swordfish converging on a collision course...

To be continued



THROUGH THE PORTHOLE - A LOOK AT A LIFE IN THE NAVY WRITERS IN THE NAVY DON'T JUST WRITE!

TECHNOCAT reckons he's the best cat in the world on a computer keyboard! He wonders if there are any jobs in the Navy that would suit him.

Technocat got talking to Leading Wren Writer Janet Riddell and asked what jobs a WRITER does.

Janet said:

A Writer does lots of jobs. It depends where the Writer is based. All Wren Writers can go to sea now. When they're at sea they can be on watch just like all the other sailors. One of the jobs I did was to operate the Fire Incident Board. That means if there's an emergency on the ship I record what's happening where - it's a very important job. If Writers are assigned to

a Mess they've got to look after all the bills and, of course, when all the food comes on board everyone has to help with that job. Post is really important in the Navy. Not only the letters to sailors from home, but also all the thousands and thousands of documents to do with the ships. Writers have to make sure these are all logged on computers and then sent to the right places. That happens at sea and on shore. Writers on shore often work in the pay office - making sure everyone gets the right money in their pay packets!

TECHNOCAT likes the sound of being a writer and asked Janet how you become one.

Janet said:

"You have to take the entrance test. There are no formal qualifications required but to be a writer you do need to get a reasonably good mark in the exam. You go to HMS Raleigh in Torpoint to do your Writer training".

TECHNOCAT asked Janet what is the best part of her job?

Janet said:

"Being in the Navy is great because you get to travel. As a Leading Wren Writer

Janet has travelled to Falkland Islands - Sierra Leone - Brazil - Senegal - Uruguay

Janet also thinks the Sporting facilities are amazing, you get good pay and there's loads of chances to make great friends, especially on board ship".



Winners of Chessington Competition were: Shaun Nobes, Victoria Jones, Natalie Tatum & Jack Reid

Winners of the Thorpe Park Competition were: Jacob Bushell, Piers Elliot-Saunders, Guy West, Cameron Geddes & Lewis Asquith

Winners of the Butlins Day Tickets were: Paul Glaister, Luke Thackham, Kelly Donovan, Thomas Ladyman, Ben Broadmore & Anne Cooper

'Scrambled Suitcase' answers: t-shirt - shorts - bucket - sun cream - game boy - tooth brush - jumper - book



Please enroll me as a member of The Gang Plank Club. I enclose a PO/cheque (payable to Navy News) for: £4.25 1 year UK - £7.50 2 year UK (saving £1)

Name

Address

Postcode

D.O.B. Tel No

School attended

Joined by: Parent ☐ Grandparent ☐ Other ☐

Do you have any Brothers ☐ Sisters ☐ Ages ☐

Special Interests: Sport ☐ Music ☐ Film/TV ☐

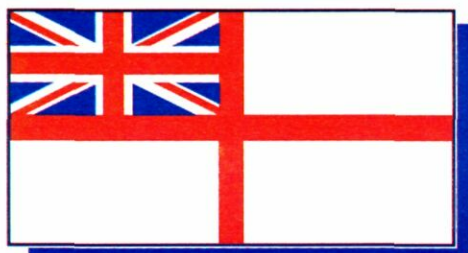
Friends ☐ Reading ☐

Send your completed form, together with a postal order/cheque for £4.25 or £7.50 to:

'The Gang Plank Club'
Navy News, HMS Nelson,
Portsmouth PO1 3HH

If you would like any further information before applying, call 023 9273 3558 or 023 9282 6040 (24 hr Answerphone)

We will also accept payment by: Visa, Delta, Access, Mastercard or Switch on orders of £5.00 or over



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This is a spacer page to allow the following cutaways to appear correctly, just click on to the next page

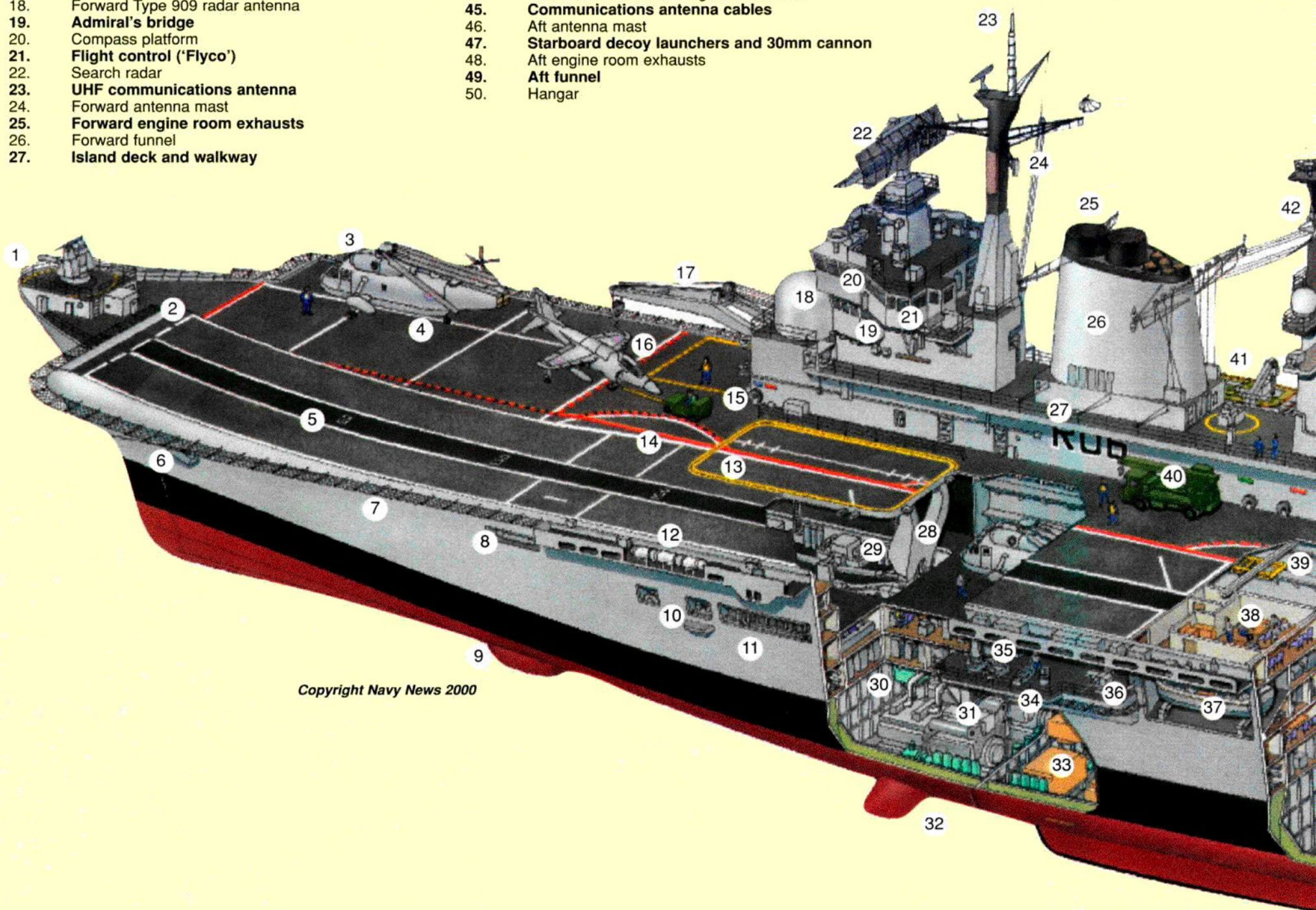


INSIDE THE CARRIER

1. Forward self-defence radar-controlled Phalanx gun
2. Flight deck forward 'knuckle'
3. Westland Sea King HAS5 helicopter
4. Forward aircraft dispersal area
5. 'Ski-jump' assisted take-off ramp
6. Twin anchors
7. Safety net
8. Gemini craft stowage
9. Sonar housing
10. Cable fairlead and mooring bollard
11. Forward reception area and accommodation ladder stowage
12. Life raft stowage
13. Forward aircraft lift
14. Helicopter safety area deck markings
15. Aircraft towing tractor
16. BAe Sea Harrier FA2
17. Crane
18. Forward Type 909 radar antenna
19. Admiral's bridge
20. Compass platform
21. Flight control ('Flyco')
22. Search radar
23. UHF communications antenna
24. Forward antenna mast
25. Forward engine room exhausts
26. Forward funnel
27. Island deck and walkway

28. Lift-operating Y-strut
29. Hydraulic ram and pumping equipment
30. Forward engine room, twin Olympus gas turbines to starboard
31. Port side diesel generators
32. Forward stabiliser
33. Air conditioning plant in forward gear room, main gearbox to starboard
34. Midships sponson
35. Decoy launchers
36. Port 30mm cannon
37. 24ft motor boat
38. Crew mess compartment, typical
39. Hangar deck overhead travelling crane
40. Self-propelled deck crane
41. 36ft work boat
42. ESM antenna
43. Search radar
44. Twin SCOT satellite navigation antenna
45. Communications antenna cables
46. Aft antenna mast
47. Starboard decoy launchers and 30mm cannon
48. Aft engine room exhausts
49. Aft funnel
50. Hangar

51. Hangar deck
52. Aft engine room
53. Starboard diesel generators
54. Twin Olympus gas turbines
55. Fuel tankage
56. Bilge keel
57. Port main gearbox
58. Gearbox output shaft to port propeller
59. Aft stabiliser
60. Aft cable fairlead and mooring bollard
61. External walkway
62. Life raft stowage
63. Aft aircraft lift
64. Navigational radar antenna



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Ships' badges of RN aircraft carriers



The Invincible-class aircraft carrier



- 65. Aft Type 909 radar antenna
- 66. Deck floodlights
- 67. Aft aircraft dispersal area
- 68. Accommodation
- 69. Starboard external walkway and life raft stowage
- 70. Aft safety net
- 71. Runway end line and hinged jet blast deflector
- 72. Aft self-defence radar-controlled Phalanx gun
- 73. Gun sponson
- 74. Quarterdeck
- 75. Twin rudders
- 76. Port propeller
- 77. Propeller shaft and bearing housing

BORN out of conflicting requirements at a time of flux, the Royal Navy's Invincible-class aircraft carriers have proved themselves time and again in a wide range of roles, far beyond that of the original design requirement.

The ships were developed from the 1960s concept of escort cruisers, but the nascent project took on a new urgency when plans for a new conventional aircraft carrier were scrapped.

The arrival of the Harrier aircraft dovetailed neatly into the development of the 'cruisers', and when the procurement process began the design was for a large hull, with an island to starboard of a VSTOL (Vertical/Short Take-Off and Landing) flight deck – far from the majority of the escort cruiser concepts, and reassuringly similar to the layout of a conventional aircraft carrier.

By this time known as "through-deck cruisers", the Invincible-class was required to fulfil a number of roles, including commanding a task force and controlling the operation of land-based aircraft, acting as an anti-submarine warfare command platform, deploying its ASW helicopters for area defence, deploying surface reconnaissance assets, and deploying Harriers for limited air defence, strike and probe missions.

The first of class, HMS Invincible, had not been very long in the water when the semantics of procurement were replaced by the realities of

war, and in 1982 she was in the thick of the Falklands War, carrying more than her design complement of aircraft with a clutch of ten Sea Harriers, nine Sea Kings and one Lynx.

HMS Illustrious was commissioned in 1982, but reached the South Atlantic just too late to see action, while HMS Ark Royal appeared in 1985.

The value of the aircraft carrier – no one now pretends these ships are anything other than that – has been demonstrated throughout the service of the three ships.

They have served with conspicuous success in the Gulf and the Balkans, and have led numerous task groups on exercise and long-distance deployments.

Although the ship depicted is HMS Illustrious, the three carriers are similar in appearance, although improvements undertaken over the years have always been done in rotation, reflecting the operational pattern of two ships available, one in refit, working up or on stand-by.

HMS Invincible has just undergone a package of work which brought her in line with Illustrious, better equipping them to operate RAF GR7 Harriers as well as the Fleet Air Arm's FA2 Sea Harriers under the requirements of Joint Force 2000, the closer integration of RAF and RN Harrier assets.

Ark Royal, currently undergoing a major refit at Rosyth, will be similarly equipped when she rejoins the Fleet.

The Invincible class is small by carrier standards – their replacements are likely to be twice the size – but they have proved durable and capable.

For example, when Invincible was required to transit the Atlantic at high speed in November 1997, she maintained an average of 26 knots between the Caribbean and the Mediterranean.

The ships are powered by four Rolls-Royce Olympus engines – a marine version of the Concorde power plant – and with an air group on board, they have a complement of around 1,100 men and women.

